The Hong Kong Daily Press.

No. 9802 第九千八百零二號 光緒十五年五月十七日 HONGKONG, SATURDAY, JUNE 15TH 1889 禮拜六 香港英六月十五號 PRICE $2¼ PER MONTH

SHIPPING.

ARRIVALS.

June 13, ASAGAO, Japanese str., 1,568, Trennt, Nagasaki 9th June, Coals.—MITSU BISHI COLLIERY.

June 13, MARTHA DAVIS, American bark, 832 Pendleton, Tjilatjap 2?th April, Ballast.—RUSSELL & Co.

June 13, JOSEPHUS, American ship, 1,397, T. N. Rogers, Newcastle, N.S.W. 18th April, Coals.—BUTTERFIELD & SWIRE.

June 14, NANZING, British steamer, 808, R. Talbot, Manila 11th June, General.—JARDINE, MATHESON & Co.

June 14, DAPHNE, German steamer, 1,570, T. Voss, Kobe 8th June, General.—SIEMSSEN & Co.

June 14, HAITAN, British str., 1,183, Pocock, Foochow 11th June, Amoy 12th, and Swatow 13th, General.—DOUGLAS LAPRAIK & Co.

June 14, ROHILLA, British steamer, 2,174, Morris de Horne, Shanghai 11th June, Mails and General.—P. & O. S. N. Co.

June 14, CITY OF NEW YORK, Amr. str., 3,019, R. R. Searle, San Francisco 18th May, and Yokohama 8th June, Mails and General.—P. M. S. S. Co.

June 14, SOOCHOW, British steamer, 327, T. Rowin, Pakhoi 10th June, and Hoihow 12th, General.—CHINESE.

June 14, INGRABAN, German steamer, 894, I. R. Massmann, Hoihow 13th June, Sugar and General.—WIELER & Co.

June 14, OSCAR MOOYER, German bark, 360, C. P. Boysen, Kelung 9th June, Coals.—MALCAMPO & Co.

June 14, VELOX, German steamer, 636, W. Wulff, Touron 11th June, Coals and Sugar.—ED. SCHELLHASS & Co.

June 14, MERIONETHSHIRE, British str., 1,245, E. Dowling, London 28th April, and Singapore 8th June, General.—ADAMSON, BELL & Co.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE.

15TH JUNE.

Gaelic, British str., for Amoy.
Amigo, German str., for Saigon.
Bengale, French bark, for Mantung.
Nanzing, British str., for Amoy.
Soochow, British str., for Hoihow.
Alwine, German str., for Hoihow.
Kiel, German str., for Vladivostock.
Else, German str., for Haiphong.

DEPARTURES.

June 14, GENERAL WERDER, German str., for Yokohama.
June 14, SACHSEN, German str., for Shanghai.
June 15, SUNGKIANG, British str., for Swatow.
June 15, KIEL, German str., for Vladivostock.

PASSENGERS.

ARRIVED.

Per *Haitan*, str., from East Coast.—Messrs. Croizade, Gilchrist, Wallace and Vine, and 171 Chinese.

Per *Asagao*, str., from Nagasaki.—2 Europeans.

Per *Rohilla*, str., from Shanghai.—For Hongkong.—Miss Tabor, Messrs. A. Biebler, W. D. Sutton, G. A. Teressith, 1 Indian, and 3 Chinese. For Singapore.—Mr. B. M. Blydenstein.

Per *City of New York*, str., from San Francisco, &c.—Major Johnstone, Messrs. E. T. Mason and Kin Sam, from Yokohama.

Per *Soochow*, str., from Pakhoi, &c.—31 Chinese.

Per *Nanzing*, str., from Manila.—R.P. Fr. Bernadino Nozaleda, (Arch bishop elect of Manila), R. P. Fr. Jose Hevia Campomanes (Bishop elect of Nuwa Caceres), Padre Raymundo Logano, Senor Don Enrique Barretta (Consul for Italy), Messrs. Grand, Sonito Ullman, Albert Depon, Capt. Felix Bastarreche, Messrs. Emilio Montero, and 226 Chinese.

REPORTS.

The German steamer *Velox*, from Touron 11th June, reports from South Point of Hainan to here fresh N. and N.E. breeze with N.N.E. sea.

The British steamer *Merionethshire*, from London 28th April, and Singapore 8th June, reports had light monsoon and fine weather throughout.

INTIMATIONS.

DOG LOST.

FROM 2, SEYMOUR TERRACE, JAPANESE FEMALE, BLACK and WHITE, TONGUE very much out on left side of mouth. Anyone giving information of same to OWNER will be rewarded.

Hongkong, 14th June, 1889. [1243

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
8 to 10 a.m. every quarter of an hour.
12 to 2 p.m. every half hour.
4 to 8 p.m. every quarter of an hour.

THURSDAYS.
NIGHT TRAMS at 10.30 and 11 p.m.

SUNDAYS.
10.40 a.m.; 12 to 1.30 p.m. every quarter of an hour
4 to 8 p.m. every quarter of an hour
9, 10, 10.30, and 11 p.m.

Special CARS may be obtained on application to the SUPERINTENDENT.

Single Tickets are sold in the Cars; Five-Cent Coupons and REDUCED TICKETS at the Office.

MACEWEN, FRICKEL & Co.,
General Managers.

Hongkong, 1st May, 1889. [889

NOTICE.

H. & J. SAMPSON have commenced business as CIVIL ENGINEERS, ARCHITECTS, SURVEYORS, LAND and ESTATE AGENTS, and GENERAL BROKERS, and respectfully solicit the support of the Hongkong public. Plans, Estimates, Drawings, etc., promptly supplied, and all commissions will receive due attention.

OFFICES—QUEEN'S ROAD CENTRAL,
(Opposite Ice House Street.)

Hongkong, 7th June, 1889. [1192

BOARD AND RESIDENCE.

MRS. STAINFIELD, 55, Queen's Road East, has PRIVATE BOARD and RESIDENCE.

Good Accommodation, well furnished Rooms at a moderate rate.

Hongkong, 25th October, 1888. [59

JOSEPH GILLOTT'S STEEL PENS.

GOLD MEDAL,
PARIS, 1878.
Sold by all
Stationers and Dealers. [981

NOTICE.

I HEREBY warn Buyers of PRESERVES, SOY, &c., that of late several fraudulent imitations of my brand CHYLOONG have been offered for Sale and that no goods will be genuine CHYLOONG PRESERVES, unless the following label is found in the boxes:—

CHYLOONG
DEALER IN SWEETMEATS,
SOY, AND ALL KINDS OF CANTON
PRESERVES,
No. 34, OLD CHINA STREET,

and on Casks my Seal CHYLOONG CANTON with a ROOSTER will be found on the Corks.

I also beg to notify that I have no Agency in Hongkong, nor is anybody entrusted with the Sale of my Goods there.

CHYLOONG,
Honam, Canton.

1191]

INTIMATIONS.

THE STANDARD

A SCOTTISH LIFE OFFICE OF 63 YEARS STANDING, AND ONE OF THE WEALTHIEST OF THE PROVIDENT INSTITUTIONS OF THE UNITED KINGDOM.

WHEN it is remembered that a Life Assurance Contract may not fall to be fulfilled for a quarter or even half a century after being entered into, it will be readily understood how important it is to the Policy-holder, that the past record as well as the present management of the Office should be of the highest possible character. The Standard has a long record of past good services to refer to; its Funds, annually increasing, amount to £6,800,000; and all modern features consistent with safety have been adopted.

THE BORNEO COMPANY, LIMITED,
Agents, Hongkong.

890—51

W. BREWER HAS JUST RECEIVED

Naturalistic Photography.
Young's General Astronomy.
Stellar Evolution, by Croll.
Martyrdom of Man.
Dictionary of Photography.
Fagge's Dictionary of Medicine.
From Peking to Calais by Land.
Thompson and Steele's Domestic Medicine.
Turner's Commerce and Banking.
Synopsis of Tariffs & Trade of British Empire.
Popular History of Science.
Man and his Maladies.
Hints About Home and Farm Favourites.
Cheap Rubber Rain Shoes.
New Gentlemen's Tennis Shoes.
New Ladies' Tennis Shoes.
New French Books.
New Cheap Literature in great quantities.
Stylographic Pens.
Large variety of New Children's Toys.
Squeezer Playing Cards.
Cheap Commercial Envelopes $1.25 & $1.50 per 1,000.
New Guide to Japan.

WALTER W. BREWER,
UNDER HONGKONG HOTEL.

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FOR SALE.

FIRE GRATES,
MANTELPIECES.

LOCKS, BOLTS, HINGES, KNOBS,

FINGER PLATES, BELL LEVERS,

TRANSOM LIFTS, VENETIAN HOOKS,

AND

BUILDER'S FITTINGS

of every description.

FITTINGS for New Houses supplied on Wholesale terms.

LANE, CRAWFORD & Co.

Hongkong, 29th May, 1889. [12

THE HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED.

SUMMER SALE

NOW PROCEEDING

IN ALL DEPARTMENTS.

SPECIAL LINES.

SUMMER SILKS AND OTHER DRESS GOODS.

PARIS MILLINERY,
SUNSHADES,
WALKING SHOES,
HOSIERY,
RIBBONS,
LACES,
FANS,
LACE CURTAINS, &c., &c.

AT SALE PRICES.

ALSO,

750 USEFUL SEWING MACHINES

AT $1.50 EACH.

THE HALL & HOLTZ
CO-OPERATIVE CO., LD.

Hongkong, 10th June, 1889. [23

KELLY & WALSH, LIMITED.

Hymns Ancient and Modern—New Edition containing New Supplement, published this Easter with Music, cloth or French Morocco.

Cassell's New Large German and English Dictionary, $3.

Mr. and Mrs. Bancroft on and off the Stage.

Rosser's Self Instructor in Navigation.

Sir Morell Mackenzie's Frederick the Noble.

Upcott Gills' Practical Boat Building and Sailing.

In the Far East:—Letters from Geraldine Guiness in China, illustrated.

Photograph Scrap Albums, specially made to take Hongkong Views.

Multum in Parvo Pocket Atlas containing 96 Maps with descriptive Letter press, $1.

Postage Stamp Albums.

Gaboriau's Sensational Novels.

Needlecraft, Artistic and Practical.

Hongkong, its inadequacy for actual and future requirements, by Carolus De Jesmont, 50 cents.

Sleeman's Torpedoes and Torpedo Warfare, New Edition brought down to date.

Lloyd's Universal Register of Shipping, 1889.

Published This Day. Price, $2.50.
Demy 8vo. 273 Pages

TRANSACTIONS OF THE HONGKONG MEDICAL SOCIETY: Papers and Cases read during the first two years of the Society's existence; edited by Drs. Jordan, Manson, and Thomson

KELLY & WALSH, LD., HONGKONG.

[20

SPECIALITIES.

INVALID'S PORT

CUTLER PALMER'S.

Analysed and Certificated by PROFESSOR CASSALL.—Each bottle bears his Certificate of Purity. *The Wine is as designated.*

Apply to
JARDINE, MATHESON & Co.,
and SIEMSSEN & Co. [1198

INTIMATION.

THE NEW YORK LIFE INSURANCE COMPANY.

ESTABLISHED 1845.

	U. S. Gold
TOTAL ASSETS ON 1 JANUARY, 1889	$93,480,136.55
AMOUNT ASSURED	$419,886,505.00
SURPLUS BY NEW YORK STATE STANDARD	$13,500,000.00

The Company is a purely Mutual one, no liability is incurred by the Policy Holders, and profits are divided among them exclusively. Of the three largest life insurance companies in the world, the ratio of Death Losses to (1) Premia, (2) to Interest, and (3) to Insurance in Force, in 1887, was lowest in the NEW YORK LIFE, whilst Interest receipts, since 1845, have exceeded losses by death by over $3,000,000, showing careful selection of lives and careful investment of money.

BIRLEY, DALRYMPLE & Co.,
Agents, Hongkong.

Hongkong, 11th April, 1889. [158

BANKS.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL	£2,000,000.
PAID UP	£ 580,000.

Registered Office, 40, THREADNEEDLE STREET, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives money on Deposit, Buys and Sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and Transacts Banking and Agency Business generally on terms to be had on application.

Interest allowed on Deposits:—
Fixed for 12 months, 5 per Cent. per Annum.
Fixed for 6 months, 4 per Cent. per Annum.
Fixed for 3 months, 3 per Cent. per Annum.

On Current Deposit Accounts 2 per Cent. per Annum on the daily balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such Claims purchased on advantageous terms.

Agency of the NATIONAL LIFE ASSURANCE SOCIETY.

H. A. HERBERT,
Manager, Hongkong Branch.

Hongkong, 12th March, 1887. [11

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL	$7,500,000
RESERVE FUND	4,300,000
RESERVE LIABILITY OF PROPRIETORS	7,500,000

COURT OF DIRECTORS:—
W. H. FORBES, Esq.—Chairman.
H. L. DALRYMPLE, Esq.—Deputy Chairman.

W. G. Brodie, Esq.	S. C. Michaelsen, Esq.
T. E. Davies, Esq.	J. S. Moses, Esq.
J. F. Holliday, Esq.	L. Poesnecker, Esq.
Hon. J. J. Keswick.	N. A. Siebs, Esq.
Hon. B. Layton.	E. A. Solomon, Esq.

CHIEF MANAGER.
Hongkong—G. E. NOBLE, Esq.
MANAGER.
Shanghai—JOHN WALTER, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.

On Current Deposit Account at the rate of 2 per cent. per Annum on the daily balance.

On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.

DRAFTS granted on London and the chief commercial places in Europe, India, Australia, America, China and Japan.

G. E. NOBLE,
Chief Manager.

Hongkong, 29th April, 1889. [9

NOTICE.

RULES OF THE HONGKONG SAVINGS BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $2,500 in any one year.

3.—Depositors in the Savings Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to Depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked ON HONGKONG SAVINGS BANK BUSINESS is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his Pass-Book are necessary.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
G. E. NOBLE,
Chief Manager.

Hongkong, 1st January, 1889. [10

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL	$5,000,000
PAID UP CAPITAL	2,500,000
RESERVE FUND	1,250,000

BOARD OF DIRECTORS:
Hon. J. J. KESWICK, Chairman } Managing
" C. P. CHATER, Vice-Chairman } Directors.
E. A. SOLOMON, Esq.
J. S. MOSES, Esq.
S. C. MICHAELSEN, Esq.
G. E. NOBLE, Esq.
LEE SING, Esq.
POON PONG, Esq.

BANKERS:
THE HONGKONG & SHANGHAI BANKING CORPORATION.

Money advanced on Mortgage on Land or Buildings.

Properties purchased and sold.

Estates managed and all kinds of Agency and Commission business relating to Land, &c., conducted.

Full particulars can be obtained at the Company's Offices, No. 7, Queen's Road Central.

A. SHELTON HOOPER,
Secretary.

Victoria Buildings,
Hongkong, 3rd May, 1889. [609

SCOTCH WHISKY.

Really the best is CUTLER PALMER & Co.'s
Because it is old and mature and rich,
Because it is quite free from fusel oil,
Because Physicians approve it as A 1.

It is shipped in Round, Square, and Heart Shaped Bottles.

Our Agents have Stocks of either
Please apply to JARDINE, MATHESON & Co.,
or to SIEMSSEN & Co.,
or to LANE, CRAWFORD & Co.

Hongkong, 21st January, 1889. [822

AUCTIONS.

PUBLIC AUCTION OF OLD CHINESE PORCELAIN, EMBROIDERIES, CURIOS, &c.

THE Undersigned has received instructions to Sell by Public Auction,

THIS DAY,

the 15th June, 1889, commencing at 2 P.M., at his Sales Rooms, Duddell Street,

A VERY RARE AND VALUABLE COLLECTION OF OLD CHINESE PORCELAIN AND CURIOS,

Just arrived from the Northern Provinces,

and comprising:—

VASES, JARS, BOTTLES, PLATES, PLAQUES, CUPS, &c., of the MING DYNASTY and the REIGNS of KANGHI, YUNGCHUN, KIEN-LUNG, down to modern times, in FIVE COLOURS and BLUE and WHITE, HAWTHORN, and IMPERIAL PORCELAIN, FINE SANG DE BOEUF, &c., &c.

OLD PEKING ENAMELS and OLD EMBROIDERIES, OLD LAQUER and BRONZES, PEKING SNUFF BOTTLES, PORCELAIN SCREENS,

And

A GREAT VARIETY OF OTHER CURIOS.

Catalogues will be issued prior to the Sale, and the above will be on view after FRIDAY 3 P.M.

TERMS OF SALE.—Cash on delivery.

G. R. LAMMERT,
Auctioneer.

Hongkong, 12th June, 1889. [1224

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

MONDAY,

the 17th June, 1889, at 2 P.M., at his Sales Rooms, Queen's Road,

SUNDRY HOUSEHOLD FURNITURE, &c.,

comprising:—

REP COVERED DRAWING ROOM SUITE.

MARBLE TOP ROUND CENTRE TABLE and SIDE TABLES, CHIMNEY GLASSES, CARPETS, RUGS, and PICTURES.

EXTENSION DINING TABLE, SIDEBOARD with Bevelled Glass, WHATNOTS, VIENNA CHAIRS, CROCKERY, GLASS and PLATED WARE.

Double and Single IRON BEDSTEADS, Double and Single WARDROBES with Glass Doors, CHEST OF DRAWERS, WRITING TABLES, MARBLE TOP TOILET TABLE and WASHSTAND,

&c., &c., &c.

TERMS OF SALE.—As Customary.

J. M. ARMSTRONG,
Auctioneer.

Hongkong, 14th June, 1889. [1239

VALUABLE SALE OF DESIRABLE BUILDING SITES AT THE PEAK.

MR. G. R. LAMMERT, Auctioneer, will Sell by Auction, on the Site, on

MONDAY,

the 24th June, 1889, at 5 P.M.

SIX VALUABLE BUILDING SITES, known as Sections of Rural Building Lot No. 61.

This Property is within a few minutes' walk of the Tramway and has been divided into Sections of an average area of 5,000 square feet to meet a present and increasing demand for

ECONOMICAL BUILDING SITES.

The whole of the Earth Work and Retaining Walls have been completed and the Sites

PREPARED FOR BUILDING

in the most approved manner, and the whole now forms one of the most desirable Sites at the Peak.

Conditions of Sale, Plans, Particulars, and the fullest information can be obtained upon application to

Messrs. WOTTON & DEACON,
Solicitors,
35, Queen's Road;
Mr. W. ST. J. H. HANCOCK,
C.E., F.R.I.B.A.,
3, Beaconsfield Arcade;
or to
THE AUCTIONEER,
Duddell Street.

Hongkong, 27th May, 1889. [1086

PUBLIC AUCTION OF VALUABLE MACHINERY, PLANT, &c., &c. &c.

THE Undersigned has received instructions to Sell by Public Auction,

IN THE LATTER PART OF JUNE, ON A DAY TO BE NAMED HEREAFTER,

at the MACHINE SHOP, lately in the occupation of Messrs. J. W. CROKER & Co., at Bowrington Canal,

THE WHOLE OF THE MACHINERY AND PLANT,

comprising:—

ONE HORIZONTAL ENGINE of 13 H.P., and ONE VERTICAL ENGINE of 4 H.P. ONE BOILER, 7 feet by 5 feet 6 inches. FOUR GAP LATHES of assorted sizes up to 15 feet length of bed. SCREWING, DRILLING, PUNCHING & SHEARING, SLOTTING, and ROLLING MACHINES; Two PLANING MACHINES, STEAM HAMMER, CRANES, SHEAR LEGS, SHAFTING and BELTING, ANVILS, VICES, BENCHES, WINCHES, FORGES, SUNDRY MACHINERY and PLANT, BAR and ROD IRON, BOILER-TUBES, OLD BOILERS,

&c., &c., &c.

Also,

ONE IRON STEAM LAUNCH.

TERMS OF SALE.—Cash on delivery.

For further Particulars, apply to

G. R. LAMMERT,
Auctioneer.

Hongkong, 3rd June, 1889. [1145

MAPPIN AND WEBB,

SHEFFIELD AND LONDON,
SILVERSMITHS & CUTLERS TO H. M.
THE QUEEN,
&c., &c., &c.,

beg to announce that they have forwarded to Hongkong, by their representative

Mr. W. S. MARSHALL,

a Choice and varied selection of CUTLERY, SILVER and ELECTRO-PLATED WARE, DRESSING CASES, FANCY GOODS, &c., &c., embracing all Novelties of every description of their well known Manufacture for

EXHIBITION and SALE,

AT

3, DUDDELL STREET,
(GROUND FLOOR),
FOR A FEW DAYS ONLY
commencing
WEDNESDAY,
the 5th June, 1889.

PRICES SAME AS IN LONDON.

Dollars taken at Three Shillings.

CATALOGUES FREE ON APPLICATION.

Hongkong, 4th June, 1889. [1156

WHOLESALE AND RETAIL.

WATERBURY WATCHES,

THE HANDIEST, CHEAPEST, & BEST TIME-KEEPERS INVENTED.

$3 PRICE THREE DOLLARS EACH $3

REPAIRS NEVER EXCEED 50 CENTS FOR EACH WATCH.

Orders from Outports to be accompanied with remittance for cost.

THE MITSUI BUSSAN KAISHA,
(Sole Agents in Japan & China for the Sale of the above Watches),
10, Queen's Road Central,
Opposite Marine House.

Hongkong, 30th August, 1888. [1553

INTIMATIONS.

NOTICE.

THE HONGKONG HOTEL ROTISSERIE.

THE ALTERATIONS and DECORATIONS to the above favourite Resort being completed, it is again open to the Public.

TERMS CASH.

C. M. ROBERTS,
Manager.

Hongkong, 12th June, 1889. [1220

CUTLER, PALMER & Co.

ESTABLISHED IN LONDON, 1815

Are represented in China by

Messrs. JARDINE, MATHESON & Co. ......*
" SIEMSSEN & Co. ......*
" LANE, CRAWFORD & Co. & by ......*
" B. E. REYNELL & Co. in Japan ......*

Subjoined are some of the items consigned by these well-known Shippers.

SPIRITS,

COGNAC—Their popular "4 Star" quality and best.—No better shipped.

COGNAC—Their well-known "2 Star" quality

SCOTCH WHISKY,

See Separate Advertisement.

IRISH WHISKY,

THE BEST—Only one quality consigned.

PORT—"INVALIDS."

Invalids in particular are recommended to select this Wine. See special Advertisement.

SHERRY,

For Connoisseurs the following Wines have their own distinctive merits—

The "INVALIDS;" pale, delicate, fine flavor.
"AMOROSO," a Stouter Wine, very popular.
"MANZANILLA," a clean dry appetising Wine.
"SHERRY—WHITE SEAL," a special favorite in China, very delicate and soft.

CLARET,

Perfectly pure Bordeaux, not loaded to please vitiated palates.

MOUTON ....in quarts and pints.
LAROSE ....in quarts and pints.
ST. ESTEPHE ....in quarts and pints.
MARGAUX-MEDOC in quarts and pints.

LIQUEUR,

BENEDICTINE from the Monastery.

C. P. & Co. are the Sole Consignors of this world wide known Liqueur.

For Prices apply to either of the above Firms marked * [97

INSURANCES.

NORTHERN ASSURANCE COMPANY

THE Undersigned having been appointed Agents, in conjunction with MESSRS. TURNER & Co., for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

W. HEWETT & Co.

Hongkong, 8th June, 1888. [17

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

ESTABLISHED 1870.

HEAD OFFICE.—Hongkong.

CAPITAL TWO MILLION DOLLARS.

PAID-UP CAPITAL	$ 400,000
RESERVE FUND	650,000
CLAIMS PAID	710,000
BONUSES PAID	400,000

RISKS accepted at CURRENT RATES OF PREMIA.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, 12th March, 1889. [733

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co.,
Agents.

Hongkong 16th July, 1887. [55

THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (SUBSCRIBED), $1,000,000.

BOARD OF DIRECTORS.

LUM SIN SANG, Esq.

BAN HUP, Esq.	YOW CHONG PENG, Esq.
CHAN LI CHOY Esq.	Q. HOI CHUNE, Esq.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.

Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.

WOO LIN YUEN,
Secretary.

HEAD OFFICE,
No. 2, Queen's Road West,
Hongkong, 14th March, 1881. [575

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & Co.,
Agents.

Hongkong, 16th November, 1872. [14

THE NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned having been appointed AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $100,000, on first-class risks at current rates.

DUNN, MELBYE & Co.

Hongkong, 16th February, 1889. [413

GENERAL LIFE AND FIRE ASSURANCE COMPANY

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES against FIRE AND LIFE at Current Rates.

PUSTAU & Co.

Hongkong, 1st April, 1885. [678

PHŒNIX FIRE OFFICE

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPRAIK & Co.,
Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1887. [15

FIRE INSURANCE COMPANY, OF 1877 IN HAMBURG.

THE Undersigned, Agents of the above Company, are Prepared to ACCEPT RISKS at Current Rates.

PUSTAU & Co.,
Agents.

Hongkong, 18th January, 1884. [165

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

As Agents of the above Company we are prepared to accept RISKS against FIRE at Current rates.

RUSSELL & Co.

Hongkong, 2nd May, 1889. [902

INTIMATIONS.

HOT WEATHER DRINKS.

DAKIN'S ACIDULATED FRUIT SYRUPS.

JARGONELLE PEAR,
LEMON,
MORELLA CHERRY,
PINEAPPLE,
RASPBERRY,
STRAWBERRY,

Mixed with plain or Aerated Water forms a Delicious Drink.

75 cents per Bottle.

DAKIN'S LIME FRUIT CORDIAL,

50 cents per Bottle.

MONTSERRAT LIME JUICE	50 cts.
ROSE'S LIME JUICE	65 cts.
do. do. CORDIAL	65 cts.

DAKIN BROTHERS, LIMITED,
CHEMISTS,
HONGKONG.

TELEPHONE No. 60.

Hongkong, 14th June, 1889. [134

THE SHARE LIST WILL CLOSE ON OR BEFORE THE 18TH INST. AT 4 P.M.

THE SHAMEEN HOTEL AND LAND COMPANY, LIMITED.

CAPITAL $100,000

IN 5,000 SHARES OF $20 EACH.

First Issue of 2,500 SHARES, payable $1 on application, $4 on allotment; the remainder as required.

The Company invites applications for the above, the allotment on which will be left to Directors chosen by the present subscribers from applicants applying for $1,000 or upwards of the share capital.

Full Prospectuses and Forms of application for Shares may be had from the Bankers, THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA, or from the temporary Offices of the Company, Victoria Buildings, Hongkong.

Hongkong, 14th June, 1889. [1238

CARBOLINEUM AVENARIUS.

AN ANTISEPTIC PAINT for the PRESERVATION OF WOOD.

The best and cheapest substitute for Oil-paint and Tar.

SIMPLE APPLICATION. GREAT SAVING.

NUMEROUS TESTIMONIALS.

Protects all kinds of Wood against Fungus, Insects, and Decay.

Used during the last 12 years with the utmost success.

The most effective preparation against the ravages of WHITE ANTS and all other Wood destroying insects, proved by TESTIMONIALS of leading authorities in the Colonies

Sold in Casks of about 450 lbs. net; Price 8 cents per lb.

For Further Particulars, apply to

SCHEELE & Co.,
Sole Agents,
No. 2, Stanley Street.

Hongkong, 13th June, 1889. [1230

THE JELEBU MINING & TRADING COMPANY, LIMITED.

WARRANTS FOR SHARES of the above Company against Letters of Allotment Nos. 306 to 602 can now be obtained on application at the NEW ORIENTAL BANK CORPORATION, LIMITED, Hongkong.

Hongkong, 7th June, 1889. [1189

PERSEVERANCE LODGE OF HONGKONG,

No. 1165.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on MONDAY, the 17th instant, at 8.30 for 9 P.M., precisely. Visiting Brethren are cordially invited.

Hongkong, 13th June, 1889. [1232

TO THE DEAF.

A 132 page Illustrated Book on Deafness, Noises in the Head, how cured at your homes.

Price 10 Cents; Address Dr. NICHOLSON, 5, Old Court House Street, Calcutta. [1159

PORTLAND CEMENT.

J. B. WHITE & BROS.

SOLE AGENTS FOR CHINA,
HOLLIDAY WISE & Co.

Hongkong, 11th April, 1883. [574

FOR SALE.

CHAMPAGNE "MONOPOLE," —HEIDSIECK & Co.—

MONOPOLE RED SEAL (medium dry).
Do. "sec" RED FOIL } (dry).
Do. GOLD FOIL }
DRY Do. do. (extra dry).

CARLOWITZ & Co.,
Sole Agents for
HEIDSIECK & Co., REIMS,

For Hongkong, China, and Japan.

Hongkong, 1st July, 1885. [1254

FOR SALE.

JULES MUMM & Co.'s

CHAMPAGNE, Qts. $20 & Pts. $21.

DUBOS FRERES & DE GERNON & Co.'s
BORDEAUX CLARETS,
AND
WHITE WINES.

CHAU. LEOVILLE, at $23 per Case of 1 doz.
CHAU. MARGAUX, at $28 " 1 "

BAXTER'S "BARLEY BEER,"
(Celebrated 7 years' Old WHISKY,
at $8.25 per Case of 1 doz.

GIBB, LIVINGSTON & Co.

Hongkong, 10th November, 1888. [27

FOR SALE.

CHAS. HEIDSIECK'S CHAMPAGNE, 1880 WHITE SEAL.

$22............ per case of 1 dozen quarts.
$23............ per case of 2 dozen pints.

PAUL DUBOIS & Co.'s
CLARET, GRAND VIN LEOVILLE.

$25............ per case of 1 dozen quarts

CLARET, CHATEAU LAROSE.

$13............ per case of 1 dozen quarts.
$14............ per case of 2 dozen pints.

PONTET CANET.

$9.50............ per case of 1 dozen quarts.

PALMER MARGAUX.

$7.50............ per case of 1 dozen quarts.
$8.50............ per case of 2 dozen pints.

LORMONT.

$5............ per case of 1 dozen quarts.

JOHN WALKER & SONS'
OLD HIGHLAND WHISKEY.

$8............ per case of 1 dozen bottles.

ALSO,

CUTLER PALMER & Co.'s
WINES AND SPIRITS.

SIEMSSEN & Co.

Hongkong, 1st January, 1884. [25

BEST SCOTCH WHISKY, IN ROUND BOTTLES,

CUTLER, PALMER & Co.'s SHIPPING

Entirely free from Fusel Oil.

Apply to
JARDINE, MATHESON & Co.,
or to SIEMSSEN & Co. [1245

NEW ADVERTISEMENTS.

THE PEAK CHURCH.

NOTICE.

THERE will be a CHOIR PRACTICE at the PEAK CHURCH TO-MORROW (SUNDAY), at FOUR P.M.

Hongkong, 15th June, 1889. [1254

NOTICE.

SALE OF R. B. LOT No. 61.

THE date for Sale of this LOT is ALTERED from the 17th June to MONDAY, 24th June, at 5 P.M.

G. R. LAMMERT,
Auctioneer.

Hongkong, 15th June, 1889. [1252

LARGE MERCANTILE FIRM in Birmingham (England) wish to Appoint an AGENT in Hongkong to collect orders for HARDWARE GOODS. Only those who can furnish the highest references need apply. Address with full particulars, JOSEPH SHOWELL & Co., Birmingham, England.

1250

NOTICE.

I SHALL NOT be able to MOVE into my NEW OFFICES until the end of the month.

ARTHUR B. RODYK,
Victoria Buildings.

Hongkong, 15th June, 1889. [1251

TWO GRADUATES, TRAINED CERTIFICATED TEACHERS, are prepared to give TUITION, English Subjects, Shorthand, Mathematics, Classics, &c.

Apply

W. C. BARLOW, M.A.,
5?, Peel Street.

Hongkong, 15th June, 1889. [1253

HONGKONG AND CHINA GAS COMPANY, LIMITED.

THE TRANSFER BOOKS of this Company will be CLOSED from the 15th to the 29th inst. both days inclusive.

F. W. CROSS,
Manager.

Hongkong, 15th June, 1889. [1249

"SHIRE" LINE OF STEAMERS

NOTICE TO CONSIGNEES.

FROM HAMBURG, ANTWERP, LONDON, AND SINGAPORE.

S.S. "MERIONETHSHIRE."

CONSIGNEES of Cargo are hereby informed that all goods are being landed, at their risk, into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 21st inst. will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 21st instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

ADAMSON, BELL & Co.,
Agents.

Hongkong, 15th June, 1889. [1201

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE, AND YOKOHAMA.

THE Steamship

"MERIONETHSHIRE,"

Captain Dowling, will be despatched for the above Ports TO-DAY, the 15th inst., at FOUR P.M.

For Freight or Passage, apply to

ADAMSON, BELL & Co.,
Agents.

Hongkong, 15th June, 1889. [1201

DOUGLAS STEAM-SHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Pocock, will be despatched for the above Ports TO-MORROW, the 16th inst., at DAYLIGHT.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 14th June, 1889. [1248

STEAM TO MANILA VIA AMOY.

THE Steamship

"NANZING,"

Captain Talbot, will be despatched as above on MONDAY, the 17th inst., at NOON.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 14th June, 1889. [1246

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

FOR SHANGHAI, KOBE, AND YOKOHAMA.

THE Company's Steamship

"DJEMNAH,"

Captain Vaquier, will be despatched for the above Ports on or about WEDNESDAY, the 19th instant.

G. DE CHAMPEAUX,
Agent.

Hongkong, 15th June, 1889. [2

"GLEN" LINE OF STEAM PACKETS

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GLENSHIEL,"

Captain Donaldson, will be despatched as above on or about 20th inst.

This steamer has superior Accommodation for Passengers, and carries Doctor and Stewardess.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 14th June, 1889. [1247

A. S. WATSON & Co., LIMITED.

THE TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 30th instant, both days inclusive.

T. H. TALBOT,
Secretary.

Hongkong, 5th June, 1889. [1173

TUITION IN FRENCH.

MELLE. MAILLARD begs to intimate that she will give LESSONS IN FRENCH, Grammatically, Conversational or Literary.

Terms on Application at 3, West Terrace.

Hongkong, 1st April, 1889. [671

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, none of the Company's Foremen should be at hand, orders for repairs if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, 26th August, 1885. [29

INTIMATIONS.

NOTICE TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

TELEPHONE No. 12.

BIRTH.

On the 12th inst., at Kowloon, Mrs. E. B. WOLFF, of a daughter. [1236

MARRIAGE.

On the 5th instant, at St. John's Cathedral, by the Rev. W. JENNINGS, GEORG FRANZ ROBERT SACHSE, to ADA CHARLOTTE MCINTOSH, eldest daughter of the late James McIntosh, of Trinidad, West Indies, and of Mrs. Harriet McIntosh, Bedford, England. [1187

The Daily Press.

HONGKONG, JUNE 15TH, 1889.

THE death of TS'EN YU-YING, Viceroy of the Yun-kwei provinces, at Yunnan-fu a few days ago, recalls a chapter in the history of British intercourse with China in which he played a conspicuous if not a creditable part. Although the charge was never brought home to him, as the Peking Government resolutely refused to have him put on trial, it was generally believed that TS'EN, at that time Governor of Yunnan, was the actual instigator of the murder of poor MARGARY in February, 1875, and the attack on Colonel BROWNE'S mission. It was known that a mandarin named LI SI-TAI was implicated in these atrocities, and there was every reason to believe that that personage was the pliant and willing instrument of the Governor TS'EN YU-YING. Neither of these officials was punished. The Mission of Enquiry sent to Yunnan to investigate the circumstances were of course never permitted to learn the facts, and even had proof existed of the guilt of these officials it is doubtful whether the Chinese Government would have surrendered them to justice. Both had been useful tools to the Imperial Government, who were only too glad to have some faithful officials in a province which, but a few years previously, had been the theatre of a most formidable insurrection. The Mahomedan rebellion in Yunnan had only been suppressed by wholesale and ferocious slaughter; the Chinese generals had after a tedious war made a desert and called it peace. A refractory and troublesome Viceroy, who had reigned for some years like an independent prince, had with difficulty been got rid of, and because in the exercise of his discretion TS'EN had frustrated the English Exploring Mission, at the sacrifice of a few lives and by the use of a little treachery, was he to be given up to punishment? Rather, in the opinion of the Central Government, was he to be rewarded for his patriotism. Had he not offered to hold the frontier against any body of troops sent from India to avenge the MARGARY outrage? And he was rewarded. He was promoted to be Governor of Kweichow in May, 1879, when the excitement and indignation caused by the Yunnan outrage had somewhat subsided, and two years later he was transferred to Fuhkien, which he ruled till May, 1883, when he was again promoted to be Governor-General of Yunnan and Kweichow. That his conduct in regard to the MARGARY Mission was not disapproved by the Imperial Government was thus conclusively demonstrated. The inquiry was a farce which they were compelled to get up, and which was easily arranged, the remoteness of the scene, and the long interval between the commission of the outrage and the holding of the inquiry rendering it a simple matter to get rid of evidence or to concoct a story. That the Chinese had to pay for the outrage gave them little concern; the indemnity was trivial, and the commercial concessions demanded were such as could cause them no loss to grant. Hence they probably never repented standing by an official who may or may not have exceeded instructions, but who certainly never received Imperial censure.

Concerning the antecedents of the deceased Viceroy there appears to be some little obscurity and not a little romance. He was a native of the province of Kwangsi, and report says that he belonged to a family of Miaoutze, or aborigines. A contributor to one of our Shanghai contemporaries in 1875 thus relates his history. Getting into some trouble or difficulty at home TS'EN left his native place with a large band of irregular followers, marched into Kweichow and Yunnan and offered his services to the Chinese Government. His proposals were accepted, he was appointed in 1866 Taotai of Yunnan, and the Government had soon reason to be thankful that they had secured so staunch and able a commander. TS'EN was thoroughly popular with his soldiery, sharing all their hardships, dressing in a rough and unpretending style, and letting all have the benefit of any stroke of luck which might happen to befal them, while he took his turn with the lowest in the ranks when the exigencies of their adventurous life demanded it. His exploits at the siege of Yunnan-fu during the Mahomedan rebellion were no less remarkable for valour than for skill. By this time he had risen to be Fantai, and was engaged in state affairs in his official Yamên when news was brought him that the city had surrendered and was in the hands of the insurgents. TS'EN immediately called together his two hundred men-at-arms and prepared to stand a siege upon his own account. He fortified his Yamên and obstinately refused to yield. Threats and persuasions were all in vain; the stubborn Fantai held out against them all, and the rebel General, growing tired of the delay, proposed that they should hold a conference. To this TS'EN readily agreed; he met the invader at the appointed time and place, and entered into negotiations with him. The Fantai's wife, a woman of equally indomitable spirit, held the Yamen in the meantime. The upshot was that, instead of being persuaded to surrender peacefully himself, TS'EN induced the rebel commander to renounce the victory he had gained by representing to him the fact that as a loyal subject of the Imperial Government he would have a far more prosperous and brilliant future than he could hope for as chief of a gang of outlaws. This stroke of diplomacy won the insurgent over entirely; the city was peaceably resigned to the custody of the Imperial officials, and order restored. Considering how long this province of Yunnan had been a thorn in the side of Peking, it is not surprising that the Imperial Government should willingly condone any act of treachery to foreigners—an act that probably they secretly applauded—and not only screen him, but ultimately reward what they considered his trustiness and devotion.

There will be a meeting of the Legislative Council at 4 p.m. on Tuesday next, the 18th instant.

Chief Inspector Horspool leaves for Japan on Tuesday next by the P. & O. steamer *Verona*, on two months' sick leave.

The British sloop *Swift* returned to Shanghai from Chingkiang on the 6th instant, and the gunboat *Merlin* left for the Yangtsze.

It is reported that the U. S. S. *Monocacy* will go into dry dock at Yokosuka, on the 10th May, with a view to complete repairs and her retention in the Navy.

The Foochow *Echo* of the 8th instant says:—The stock of new tea now amounts to 225,000 chests of all sorts. It is not expected that musters will be sent out for another week.

The report of the Manila Slip Company for last year shows a profit of $31,246, of which 10 per cent. is carried to reserve, a dividend of 8 per cent. absorbs $27,616, and the balance of 832.23 is carried to new account.

On Sunday morning, between 9 and 10.30 o'clock, the steam launch carrying the Bethel flag will call alongside any vessel hoisting code pennant C. to convey men ashore to 11 a.m. service at St. Peter's (Seamen's) Church, returning about 12.30.

The Manila *Comerico* of the 8th June says telegraphic information had that day been received of the death of Mr. N. Palmer, at Buxton, England, where he had gone from America for the benefit of the baths there. Mr. Palmer was 61 years of age, and had passed many years of his life in the Philippines as head of the late firm of Peele Hubbell & Co., his residence dating from 1851.

The Foochow paper says that during the Dragon Festival and its attendant settlement of all outstanding accounts, which as usual forms the reverse of the bright side of all festivities in China, there was serious trouble in Foochow city brought about by the Viceroy's financial measures, which caused a tightness in the money market never before experienced by the natives. The daily rising price of rice has also caused distress among that large class who live from hand to mouth.

A special telegram to the *S. F. Bulletin*, dated Chicago, 14th May, says:—"The Imperial Chinese Opera Company began a season at the Madison-street Theatre here last night. Two plays were started and will be finished about Saturday night, barring a riot or police interference. All the local theatrical managers dropped in and one of them said the English language is not built in such a way as to permit of a proper description of the show. Over three hundred Mongolians were present."

The *Chinese Times* says that the Tientsin community has been long-suffering in years gone by in the matter of the native barbers and washermen. Recently a Japanese barber has arrived and though not quite of Truefittian standard, he is infinitely more cleanly and polite than his unwholesome Chinese predecessors. The barber has since been followed by a Japanese washerman, and he is likely to receive plenty of support, complaints of the dirty state of the linen and the havoc made with it by the Chinese dhobies having been general.

The distress in and around Newchwang appears to be exceedingly acute, judging from a letter addressed to the *Mercury* from its correspondent at that port. He says:—"It is not a crisis that individuals can cope with; it is the Government that must act, and without its aid the people are lost." He goes on to tell of the aged being cast out to die and to become food for dogs and pigs; and of the shameful way the officials are acting. They have stopped relief, and are actually offering grain seed to the people *on loan*, which is so bad that the starving poor have refused it. Chinese officialdom is certainly rotten to the very core.

The *Alta California* of the 12th ultimo says:—A strict search was maintained on the steamer *City of New York* yesterday for opium. It resulted in the capture of $60 worth. This was concealed on the person of H. H. Cooper, the second engineer. The customs officers' suspicions were aroused by Cooper's actions, and when he stepped off the gangway ashore he was searched by Inspector Bienfeldt. The engineer was attired in a very fashionable suit of clothes and a silk hat. The inspector found nine five-tael boxes on his person. Two were in the silk hat, five were concealed in padding around his body and one was attached to the ankle of each leg, the baggy pants effectually concealing them. Cooper was arrested and turned over to the United States Marshal.

"J. G. K.," writing in the China *Medical Missionary Journal* for June, under the heading "Is it an advance?" says:—"While the Officials of the Chinese Empire are building arsenals, making cannon, and equipping a Navy, the people are moving in a different direction under pressure from Western influences. In Southern China, numerous preaching halls are opened to counteract the influence of Gospel halls, and dispensaries established to render the dependence of the people on foreign doctors unnecessary. Girls' schools, too, are opened in Canton, near to those of our Missionary ladies, with a view of taking away the scholars and saving them from contamination by false doctrines. The motives I attribute may be only a part of those which combine to produce the results indicated, and I only suggest what may be more or less at the bottom of movements which we have seen going on around us for some fifteen or twenty years."

A Washington telegram, dated the 17th May, to the Californian papers, says:—The Collector of Customs of San Francisco has been notified by Assistant Secretary of the Treasury Tichenor that, after a conference with the Attorney-General, he has decided that Chinese shoes, manufactured some of cotton, felt, and leather, and others of silk, felt, and leather, the felt in each case being composed in great part of hair of goats or other animals, should be classified, in accordance with the decision of the Circuit Court of the Northern district of California in the case of R. H. Swaine against Collector Hager, as manufactures of which either silk or cotton may be the components of chief value, and not as ready-made clothing and wearing apparel, or manufactures composed in part of hair. The Collector is directed to apply this decision to all such appeals now pending, or in future entries, but must not consider this decision as affecting the appeal ordered in the above case, or in entries where importers may have assigned or transferred their claims to third parties.

We (*Free Press*) are sorry to hear of the death at Sandakan of Mr. Alexander Menzies, who had been for many years connected with the planting interest both in Province Wellesley and in Langkat, Sumatra. He first came to the East about 20 years ago and joined his uncle on the Malakoff estate, Province Wellesley. He became afterwards municipal assessor in the Province for a time. Then he proceeded to Langkat and there opened out the first estates for the Langkat Plantation Co. The enterprise proved very successful and Mr. Menzies retired about three years ago. He visited the East on this occasion on a tour of inspection of the Langkat estates on behalf of his co-partners. He consented also to proceed to Borneo to visit the Seganan Estate, Darvel Bay, and it was there he was taken ill with fever three days after landing from the *Ranee*. He was taken by Mr. Stephens to Sandakan and was at once put under Dr. Walker's charge. He seemed to recover for a time but had a relapse and died in consequence of inflammation of the stomach. Mr. Menzies was in the prime of life, being about 41 years of age.

The *Japan Mail* says:—The political prophets have proved to be entirely wrong in their forecasts about the successor of the late Mr. Shioda. The Government have chosen Mr. Otori Keisuke to represent Japan at the Peking Court. Mr. Otori is one of the most widely known officials in Japan, and certainly one of the ablest. A curious resemblance between his career and that of Admiral Viscount Enomoto is still further established by this nomination. Messrs. Enomoto and Otori were among the first students sent abroad by the Tokugawa Government to learn the art of war as it was practised in the West, and on their return to Japan they were soon called on to prove how they had profited by their trip. Mr. Otori distinguished himself greatly in the brief struggle that accompanied the fall of the Regency. He showed no little military talent, friends and foes alike applauding his tactics. When all hope of successful resistance was abandoned in Tokyo, he retired with Admiral Enomoto to Hakodate, and then became the Vice-President of the New Republic set up by the fugitives, a scheme that quickly met with the fate its projectors might have anticipated. This incident would assuredly have ended the public career of a less gifted man. But Mr. Otori soon lived it down, and the Centralized Government had the wisdom to make speedy use of his abilities. After long service in the Department of Public Works, including several years as Director of the Engineering College, he became President of the Nobles' Schools and from that position passed into the Senate, whence he now emerges to go to Peking. He ought to make a capital Minister, for he possesses at once shrewdness, resolution, and a charming personality. We believe that the Government have made a wise choice.

A meeting of the Executive Council was held on Thursday afternoon with reference to the formation of a Volunteer Corps. A scheme has been mapped out by Mr. J. F. Holliday and while the Governor has not pledged himself to the details the general plan has received approval. The scheme has not yet been made public but we believe, speaking generally, it provides, for the formation of a corps to be trained in the use of the rifle and the Maxim gun. In his approval of this scheme, we understand, the Governor is strongly supported by Major-General Edwards. General Edwards is fully alive to the defenceless state of the south side of the island, should an attack be made on Hongkong. In the event of such an attack being made the first thing to be done would, of course, be to man the forts strongly. This, the General believes, would leave him with about one hundred and fifty to two hundred men to protect the other side of the island. His idea is therefore to obtain if possible a force of volunteers consisting of about two hundred and fifty men, trained in the use of the rifle and the working of the Maxim gun. With these to supplement the regulars he would have to spare, and placed on the summits of the hills, he believes he would be able to give a good account of any enemy who would land. We also hear that General Edwards has received what almost amounts to a promise from several leading residents, both European and Chinese, following the example of their fellow-colonists in Singapore, to provide several Maxim guns. A scheme has, we understand, also been sent in by Mr. Whitehead for the formation of a mounted corps, who would, in case of attack, act as scouts on the various roads. With a view of inducing recruits to join and of encouraging proficiency when the corps is formed the Government are contemplating the giving of prizes from time to time, and also, if found practicable, the exemption of those who have proved themselves effective from serving on juries. At present, however, nothing definite is settled, although, as we have already said, the general plan has been approved. We understand, however, that by a meeting or other means, a detailed plan of the whole scheme with the proposals and recommendations of the Government will shortly be laid before the public.

The *Free Press* says:—News has reached Singapore from North-Borneo on the 7th inst. by the *Ranee* of a case of amok in Sandakan which might have ended very tragically. There had been held at the Government House on the 25th ult., a durbar, at which some 150 native chiefs were present. Following the durbar some sports had been arranged and during the progress of these a Bagan became every excited, drew his parang and ran amok. The first person he happened to encounter was Mr. R. Little, who was not looking his way and was unexpectedly attacked, sustaining some severe cuts on the face, one nasty wound reaching from the bridge of the nose to the ear. There were fortunately four doctors present and immediate assistance was rendered to Mr. Little, whose face was much cut up. The wounds are, however, not of a dangerous character, and as they were immediately dressed no serious injury will be done. The amoker then continued his career through the crowd, missing Mr. Wheatley but attacking two Sikhs and cutting them, one rather severely. The Sergeant-Major of the Sikhs, who had a stick in his hand, struck the man's forearm and compelled him to drop the parang. He was then seized and put in irons. One of the Sikhs is rather badly hurt, the other not so much so, while Mr. Little's wounds are expected to be well in about three weeks. Their assailant is of course in safe custody.

LATEST TELEGRAMS.

[FROM SINGAPORE PAPERS.]

LONDON, 5th June.

THE SUEZ CANAL.

The report of the Suez Canal Company shows a profit of thirty-six millions of francs.

LONDON, 6th June.

MR. GLADSTONE ON THE STUMP.

Mr. Gladstone is on a political tour through the Western Counties. At Southampton, where he was received with an ovation, he said that from the results of the bye elections he predicted that at the next General Election his party will gain one hundred seats.

THE PEAK CHURCH.

A meeting was held in the Library of the St. Paul's College yesterday afternoon for the purpose of receiving the report and statement of accounts to the 31st May, 1889, of the Peak Church. The Right Rev. Bishop Burdon presided, and there were also present—Revs. W. Jennings, J. B. Ost, G. H. Bondfield, Hon. N. G. Mitchell Innes, Messrs. W. G. Brodie, C. Palmer, G. Sharp and N. J. Ede.

Rev. W. JENNINGS, Hon. Secretary and Treasurer, submitted the following report for the past year:—"No annual report has been presented at the Annual General Meetings since April, 1885, although the accounts have been shewn annually at these meetings and passed. The present report would be the seventh, had the system first adopted been adhered to. There are now no annual subscriptions of $5 constituting "Members;" and the expenditure in connection with the Church is amply met by the offertories. There have been offertories at the Church of England Sunday services, and the sum thus obtained during the 12 months ending 31st May last amounts—to $486.61. Included in this is a sum of $67.82, being a special offertory on behalf of the Church Missionary Society. The arrangements regarding the service were left by the Committee in the hands of the Bishop and myself. The Bishop personally conducted 10 of the Summer Sunday evening services, myself 3, and the monthly celebrations of Holy Communion. These last, on account of my temporary residence near the church, I have been glad to be able to continue through the winter until May, with services in Lent on week-days thrice a week. The Rev. G. H. Bondfield officiated thrice, and Dr. Chalmers once, during the summer season. It is a matter for regret that the same interest is not felt with regard to the Church that was shewn in its early years, when the Peak population was smaller. The Peak Tramway, which affords easy access to the Cathedral, may have reduced the numbers attending; but not in proportion to the increase of population. A good concrete road was made to the Church last summer, at a cost of $125. This was much needed. The chief outlay during the coming summer will be in repairs to Church furniture and probably the purchase of a new harmonium. Their year of office having expired, the present Committee, consisting of the Bishop, Messrs. A. B. Johnson, N. J. Ede, W. G. Brodie, and the undersigned, retire on the adoption of this Report, and a new Committee should be elected in their place."

The accounts which were at the same time submitted showed a balance in hand of $92.

Mr. EDE moved the adoption of the report and accounts as presented.

Mr. BRODIE seconded and the motion was carried unanimously.

The following gentlemen were elected as a committee for the ensuing year:—Revs. W. Jennings, G. H. Bondfield, Messrs. W. G. Brodie, C. Palmer and Hon. N. G. Mitchell Innes.

This concluded the business of the meeting.

SUPREME COURT.

14th June.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE, ACTING PUISNE JUDGE.

THE STEAM LAUNDRY COMPANY, LIMITED, v. THE CHINA GINGER MANUFACTURING COMPANY, LIMITED.

This was a claim for $990 for rent due.

Mr. Dennys was for the plaintiffs; the defendants did not appear.

The bailiff of the Court said he served the writ on Mr. J. G. Smith, one of the directors of the Company.

A. O'D. Gourdin, secretary to the plaintiff Company, said the defendants were indebted to them in the sum of $990 for rent from January 1889 to May inclusive, at the rate of $185 per month and taxes. He had made several applications for the debt but it had not been paid. Mr. J. G. Smith was one of the directors of the company, he believed, since he resigned the managership.

Judgment for the plaintiffs.

POLICE COURT.

14th June.

BEFORE THE HON. H. E. WODEHOUSE.

THE CHARGE OF SENDING A THREATENING LETTER.

Ngai Mai was charged on remand with delivering a threating letter to Wong Sai, keeper of a brothel in No. 98 Upper Station Street.

Dr. Ho Kai defended.

Hung Kam Sing, Police Court interpreter produced translations of the two letters sent (marked A. & B.) The first one, "A," purposted to be sent by the Colonial Secretary. The envelope was an official envelope. The address was in English and Chinese. The letter was stamped with a stamp purporting to be from the Public Works Department. The writing was not that of an educated man. The fact of the address on the envelope being in English and the envelope bearing the words "On Her Majesty's Service" would be likely to produce an effect upon a Chinaman's mind, especially on that of a brothel keeper. The letter "B" was in the same handwriting and was signed "Stewart, Colonial Secretary" in Chinese, and purported to be written by him. It also bore the same stamp as the letter "A."

The following are the translations put in:—

(A.)

7th June, 1889.

This day I learned that you had a quarrel with my clerk, the day before yesterday on account of his giving $5 to a prostitute, whose charge is only one tael, and she refusing to return the balance of $3.60. What do you mean by this conduct? Moreover he has asked this prostitute on several occasions to go to another brothel with him and she has refused. She has refused to return the balance of the money and also to receive him. She took his money and yet disgraced him. Last night he went again to your brothel and asked for the money, and he saw several detectives there who took part in the dispute. You had better go to the Police Station and report their names if you do not wish to get into trouble. I now hereby give you notice that if you do the same thing again, I will cancel your licence and imprison the prostitutes for six months.

(B.)

8th June, 1889.

Yesterday I sent you a letter ordering you to go to the Police Station and give the names of the detectives but I have not received any report from the Station to that effect yet. You must have disobeyed my order. I give you three days more and if you do not go to the Station and report, I will cancel your licence and imprison prostitutes and mistress for six months.

According to the English law no sly brothels are allowed. You have to obtain a licence and having obtained the licence everything has to be done according to law. Your brothel has on several occasions broken the law. You harbour detectives, thinking that they will protect you. You also encourage your prostitutes to offend us. You covet people's money. This is not an action of good men. If you go to the Police Station and report the detectives I will overlook the matter, if not I will cancel your licence.

Frederick Stewart, Colonial Secretary, said the letter "A" purported to bear the equivalent of his name in Chinese. It was not his official Chinese signature. He had never seen the prisoner before to his knowledge. He did not recognise the handwriting. Neither of the letters had been written by him. They were forgeries.

Samuel Brown, Surveyor-General, recognised the stamp on the letters. He did not know how many stamps of that kind were kept in their office. He had had no time to make sufficient enquiries to give full information on the subject although he had looked into the matter.

His Worship asked who could give the necessary information.

Witness said probably his predecessor, Mr. Cooper could, but before they could give full information it would be necessary to have time to make some investigations.

His Worship said he rather objected to any investigations being made except through the Police.

Witness said he simply meant that he wanted to ascertain who could give information about these stamps.

Dr. Ho Kai said one reason why he had called the Surveyor-General was that he wanted to shew that prisoner was a messenger in the Public Works' Department and was bound to deliver any letter which was given to him for delivery from the department.

The Surveyor-General promised to secure the the attendance of Mr. Cooper at the next hearing of the case, although at the same time he could not guarantee that Mr. Cooper would be able to give the information that was wanted.

The case was then adjourned to the 18th inst.

YOKOHAMA.

It is expected that the roofing over of the Yokohama Waterworks, by which it is hoped to prevent the growth of water insects during the sultry season, will be completed by the 20th May.

A monument is to be erected within the compound of the Yayoisha at Shiba Park in memory of the late General Saigo. The epitaph has been composed by Count Kuroda, Prime Minister. It is expected that the memorial will be completed by the end of October.

Latterly the Minister of Foreign Affairs has shown a desire to encourage the foreign trade of Japan and has opened up communications with any place where there was a prospect of business being done but, the *Keizai Zasshi* regrets to say, the Japanese merchants display much indifference in the matter and do not take advantage of the facilities offered them for opening up new channels of industry.

Some years ago the Chilian Government despatched a man-of-war to Yokohama, the Commander of which bore a message to the Foreign Department stating that his Government intended to conclude a treaty with Japan and promote a mutual trade. Until quite recently nothing further has transpired with reference to this matter. The *Tokyo Koron* now says the Chilians have communicated with the Japanese Minister at Washington making approaches.—*Japan Gazette.*

BETWEEN THE MILL-STONES IN CHINA.

There is a saying about being "ground between the upper and the nether millstones," which strikes one as peculiarly applicable to the Chinese people.

Custom in this land is law; not to know and observe the traditions of a village or neighbourhood is almost a mortal sin. Any attempt to break away from these and exercise one's individual preference, is to court the abuse and oppression of one's neighbours and possibly of one's kindred.

In foreign lands funerals may be expensive,—in China the burial of a parent often costs the savings of a lifetime. The writer knows of one instance where the sons sold four-fifths of the land they cultivated, besides mortgaging the homestead, in order to provide a fitting burial for their father. This is an extreme case, but other instances illustrating the Chinese love for displaying filial piety or acquiring a reputation for it, are not wanting. We cannot recall a single instance where the funeral expenses of parents were not out of all proportion to the means of the family.

The same tendency to extravagance is noted in the case of marriages. An unwritten but unchangeable law prescribes certain presents to be made, guests to be invited, how the bride shall be brought home, the feast, &c. This is one of the millstones—bondage to custom.

The other is usury. The wise man says: The destruction of the poor is their poverty, *i.e.*, that the less a man has the more difficult for him to get any thing, and the greater chance of his losing whatever he may have. The richest Governments in the world can borrow money with ease at three per cent. per annum. The poor Chinese labourer pays the same amount per month, and thinks himself fortunate to have got the money at all. Often the usury is at a higher rate. One per cent. a day is sometimes charged. At other times the borrower pays ten per cent. for a few days, for a month, or less.

Few have any idea of the extent to which the Chinese run in debt. Fewer still know what this load of debt means.

In Kalgan it is common for the farmers to sell themselves short of grain in the fall, and buy the following spring. Having nothing to pay with, they contract to pay for the grain between the time they buy and the time they pay, plus interest on this sum at from three to five per cent. each month! In Europe and America pawnbroking establishments are common enough, particularly in the larger cities, but such business is hardly regarded as reputable, while to be known as visiting the sign of the three balls calls forth expressions of contempt or pity. In China this too is different. No firms are more "solid" or more respected than the great pawnbroking establishments; and as to the numbers who frequent them, it is safe to say that first or last the majority of the people are their patrons. Such a statement may seem large. Take a single fact. We knew a city of not more than 70,000 inhabitants in which there have been for years some three or four small pawnshops. Last year another firm came in, and, possessing a large capital, built great warehouses. Five months after they opened their doors they had issued over seventy thousand pawn tickets. Since then the same rush of business has continued. They are erecting new buildings in which to store the goods received in pawn; yet these are coming in so fast that the new buildings cannot be erected in time to receive them. Then look at the articles put in pawn. In the open courtyard they had stacked up thousands of hoes, left of course by the farmers. Of the 70,000 persons who had pawned articles at this shop, the majority came from outside the city. But when it is remembered that there were three or more pawnshops doing a flourishing business at the same time, we come to realize the extent of the traffic, and, as an index of poverty, how widespread and severe it is among the lower classes. Thirty-six per cent is the interest charged by this firm per annum. All articles are to be redeemed within two years or forfeited. In good years eighty per cent. of these articles are redeemed. But in bad years, the number of articles redeemed is sometimes less than one-half.—*Chinese Times.*

THE AMERICAN MAIL.

The P. M. steamer *City of New York*, with the American mail of the 18th ult., arrived here yesterday morning. The subjoined telegrams are taken from our San Francisco files:—

IRVING BISHOP'S DEATH.

NEW YORK, 17th May.

The mother of Washington Irving Bishop says that her son had a genuine terror of dissection. Time and time again he begged her should he die never let a surgeon's knife touch him, neither let electricity be applied to him, and neither place his body on ice. This, Mrs. Bishop says, was because he, knowing of his liability to fall into a state resembling death, he feared he might either be cut up alive or killed by shock or frozen to death in an undertaker's [illegible]. A paper which he carried constantly on his person was addressed to physicians, and in general it embodied these requests. Mrs. Bishop declared he had it with him on Saturday night, when he left her in Philadelphia, the night prior to the Sunday night when he was taken ill. He left her at 9 o'clock that night, she said, and the last thing before starting said: "Now, mother, my papers to the doctors." This paper not only contained three requests about cutting, electricity, ice, but also contained his mother's address in Philadelphia.

NEW YORK, 18th May.

Drs. Irwin, Ferguson and Hance, who performed the autopsy on the body of the dead mind-reader, Washington Irving Bishop, are held in $2,500 bail on the charge of causing his death. The relatives claim that Bishop was in a trance, and that the application of the knife killed him. The doctors, however, assert that Bishop was dead before the autopsy was performed. The inquest will be held next week.

THE CHAE CHANG-PING CASE.

WASHINGTON, 13th May.

The Court has affirmed the validity of the Scott Exclusion Act in the Chae Chang Ping case.

THE DEFENCES OF ESQUIMALT.

LONDON, 17th May.

In the House of Peers last night Lord Sudeley raised the question as to the defences of Esquimalt, at the southern extremity of Vancouver island. He said it was a matter of much importance, as the position commanded the Straits of Juan de Fuca, through which ran the boundary line between the British possession and the United States. There was no stronger strategic point on the Pacific.

Lord Elphinstone, on behalf of the Government, admitted the importance of the subject, and said last year's agreement between the Imperial and Dominion Governments had been modified. The Dominion found it difficult and expensive to maintain a garrison at Esquimalt, and, the Imperial Government had decided to station Royal Marine artillery there under command of three officers, at an annual maintenance charge of $35,000 to the Dominion Government. The men and officers left for Esquimalt three days ago. A corps of submarine miners will soon follow. Work on the fortification will be begun at once.

A PROBABLE CONFLICT BETWEEN BOLIVIA AND PARAGUAY.

PANAMA, 4th May.

From the tone of a rather ambiguous article of an editorial nature, which appeared in a recent issue of the *Journal da Commercio* of Rio de Janeiro it would seem that trouble is threatening. The article speaks of a coming conflict between Bolivia and Paraguay, which the Brazilian Government says it can do nothing to prevent. The paper then says it is evident that a treaty of alliance exists between Brazil and Paraguay, and says that although the Government will give no reply to the questions, there is little doubt that it is preparing for war, and everything indicates that one is imminent.

THE PANAMA CANAL.

NEW YORK, 13th May.

A cable special to the *Mail and Express* from London says: The affairs of the Panama Canal still exhibit signs of possible activity and a bare chance of resuscitation. If the French Chamber of Deputies should consent to the scheme proposed by M. Brunet, the judicial liquidator of canal matters, that 23,000,000 francs of the proceeds be applied to paying the costs of the issue of the loan, and to insuring by investment in Government securities the payment of prizes and the redemption of bonds, the remaining 14,000,000 or 15,000,000 francs would serve to defray the expenses of the Technical Commission, which it is proposed to send to Panama to prevent the works falling into ruin, and ascertain whether their completion is practicable.

PARIS, 15th May.

Le Paris says the Government has decided to introduce a bill to aid the Panama Canal Company.

PANAMA, 13th May.

Never in its history has the isthmus presented the scene it offers to-day. Thousands of people are out of work; the busy centres of activity along the canal are abandoned, and many hundreds of houses are deserted by their former occupants. The smaller villages are almost uninhabited.

GORDON BENNETT'S NEW ADVENTURE.

NEW YORK, 17th May.

There is excitement in newspaper circles over the report that James Gordon Bennett has gone to Khartoum on an important mission. He left Paris three weeks ago, went to Marseilles, then to Alexandria and this week is in Cairo. Two stories are cabled in explanation of the singular journey. One is that at the Club Mereton, in Paris, an officer who had seen service in the Egyptian Army said it was impossible for a foreigner to enter Khartoum and depart alive. Bennett offered a heavy wager that he could do it within six months. The bet was accepted and Bennett, accompanied by a friend, started.

The other story is that Bennett received a dispatch from his Cairo correspondent, stating that he had received a visit from an envoy of the Madhi with important news regarding Chinese Gordon; that the latter was still alive and kept a close prisoner; that the new Mahdi, by reason of his reverse at Kordofan and Bahr-al-Ghazel and the loss of the great Province of Darfur, was willing to ransom Gordon for 1,000,000 francs. The next few days Bennett made all arrangements for the trip and the payment of the vast sum mentioned, and with a friend set out for Egypt.

STEAMER ON FIRE SAVED BY STEAM.

LONDON, 12th May.

The steamship *Rugia*, which sailed from New York May 2nd for Hamburg, put into Plymouth at 2 o'clock this afternoon. On the night of May 9th the cargo in the after-hold took fire from spontaneous combustion, and in spite of the efforts of the crew the flames spread rapidly. When the iron bulkhead doors were opened the heat was intense and many passengers were scorched, the cotton around the passengers' luggage-room becoming ignited, and the flames were fed by casks of lard. The cabins were flooded with water and the passengers were compelled to remain on deck for forty-eight hours.

Hope had been abandoned and the boats lowered to leave the steamer, when it occurred to the captain to try steam instead of water against the fire. The plan proved a success and the ship was headed for Plymouth.

THE CLUB GAMBLING IN LONDON.

LONDON, 12th May.

The police made a raid on the Field Club at 2 o'clock this morning and found gambling going on. Twenty-one persons were arrested, among whom were three English and several French and Belgain noblemen. The prisoners were admitted to bail in the sum of £100 each. The police seized £5,000 in the rooms of the club.

LONDON, 13th May.

The persons arrested yesterday in the raid on the Field and Adelphi clubs were arraigned this morning. The Earl of Dudley and Lord Lurgan were among the prisoners. The police admitted that the peers were not members of the Field Club, but stated that they resorted there for the purpose of gambling. The case was continued for one week.

A ROYAL VICEROY FOR IRELAND.

NEW YORK, 14th May.

The *Tribune* says: Edmund Yates intimates in his cable dispatch the possibility that the Prince of Wales may be Viceroy of Ireland, although when the matter was suggested to the Queen some time ago she frowned on it emphatically. Perhaps she may take a different view now, if it is not decided to do away altogether with the Lord Lieutenancy.

CHARGE OF LIBEL AGAINST LORD SALISBURY.

LONDON, 14th May.

William O'Brien, M.P., has obtained a writ against Lord Salisbury on a charge of libel. In his speech at Waterford, the premier accused O'Brien of advocating the murder and robbery of men and taking the farms from which tenants had been evicted. It is for this speech that the action is brought.

The solicitors of Lord Salisbury have accepted the libel writ obtained by O'Brien. The trial will take place at Liverpool.

ESCAPE OF A MAD PRINCE.

NEW YORK, 13th May.

A cable special to the *Mail and Express* from London says:—Prince Sulkowski, or Duke Bielitz, as he is known in the Prussian Oberhaus, who was placed under restraint in May, 1883, has made his escape. He has been twice married, the second wife being a singer in operetta, named Mlle. Ida Jager. He owns large estates in Austria, Hungary, and Prussia, which are valued at 10,000,000 florins. It is supposed that parties interested in his fortune assisted him to escape to France or Switzerland. The police have not yet succeeded in tracing him. Prior to his seclusion his eccentricities had become notorious, and he was made the subject of a German novel, "De Max Einte." Madness is hereditary in his family, one of his ancestors having killed his own mother.

FRENCH POLITICS.

PARIS, 13th May.

The committee constituted at the suggestion of the Partie Nationale for the purpose of erecting in Paris a statue to commemorate Thiers has already received the support of a number of politicians. The motives of these gentlemen do not, however, all proceed from the same source. The promoters of the subscription intended the honour to the memory of Thiers to apply to his whole character. They wished not only to show respect for the liberator, the defender of parliamentary institutions, and one of the founders of the French republic, but they also considered the present moment opportune for reminding France of the moderate, conservative policy pursued by Thiers, to which the new republic owed years of order, quiet and respectability.

PARIS, 16th May.

It does not seem probable that the meeting of Parliament will interfere in any way with what is called the exhibition of truce during vacation. The Deputies appear to have been impressed by their electors with the necessity of averting a ministerial crisis and M. Tirard may expect with confidence to be allowed to remain in undisputed possession of his portfolio.

These conciliatory dispositions are not confined to the chamber. They are evident also in the tone of the press. The controversy which the Radicals and opportunists have been waging through their respective organs for the past few weeks has lost much of its bitterness, although M. Clemenceau and Jules Ferry and MM. Camille, Pelletan and Reinach are at present no nearer to an agreement on political subjects than they ever were. The Radicals will not renounce the idea of revision, while the Opportunists are quite as firmly convinced that to modify the constitution would be the height of imprudence.

The question of reopening the Paris Exposition next year is occupying the attention of the French authorities. Many arguments are advanced in its favour, not the least of which, so far as is likely to influence the Government in reaching a decision, is the probability that such a step would be effective in further crushing Boulanger, by turning the attention of the people again away from politics and giving them something better to think of than plots for overturning the republic. Boulanger held a long conference with his adherents in London yesterday.

ANOTHER ATTEMPT ON THE CZAR'S LIFE.

PARIS, 14th May.

A St. Petersburg dispatch says a high Russian officer has been arrested for attempting to shoot the Czar. He drew a pistol, but the shot missed the Czar by only a few inches. He was prevented from firing another shot. The attempt on the Czar's life occurred at the Gatschina Palace.

LONDON, 15th May.

A dispatch from Vienna gives another version of the attempt on the life of the Czar at Gatschina last Friday. The story is that the Czar was walking in the garden of the palace when an officer fired his revolver at him, slightly wounding him in the forearm. The guards rushed forward to seize the would-be assassin but before they could reach him he shot himself dead.

LONDON, 16th May.

It is reported that still another plot against the Czar's life has been discovered, and many Nihilists were arrested at St. Petersburg, Moscow and Cronstadt.

MISCELLANEOUS ITEMS.

PARIS, 11th May.

Ten thousand weavers in the cotton factories at Thiy have struck. Fears are entertained that the strike will extend to Lyons.

LONDON, 11th May.

The Allan and Anchor lines have yielded to the demands of their striking employes, and the other steamship companies are expected to follow.

PARIS, 13th May.

A municipal election was held at Narbonne yesterday, which resulted in a victory for the Socialist candidates. The Socialists, headed by Ferroul, member of the Chamber of Deputies, paraded the streets singing the "Marseillaise."

THE HAGUE, 13th May.

Last night the Socialists hauled down the royal standard and hoisted the Socialist flag in its place.

MUNICH, 13th May.

A desperate affray took place at Eisenheim to-day arising out of a dispute over claims to private lands. A large number of villagers took part in the fight. Gendarmes finally interfered and endeavored to restore order, when the villagers joined forces and attacked them. The gendarmes then fired into the crowd, killing seven persons.

BERNE, 14th May.

An enormous land slip has occurred at Spiessback, destroying villages, forests and cattle.

ST. PETERSBURG, 14th May.

The Czar has issued an ukase placing on the market the second series of 410,000,000 gold rouble 4 per cent. and consolidated 8 per cent. railway bonds.

MONTREAL, 14th May.

Lord Lonsdale arrived to-day. He still adheres to the statement that he was within the Arctic circle, and says he will prove it when he gets to London.

BERLIN, 14th May.

Emperor William gave audience to-day to the Japanese Minister of the Interior, who is making a tour of Europe.

LONDON, 15th May.

Coningsby Disraeli, nephew of the late Lord Beaconsfield, made his first public speech at Bath to-day. He denounced Home Rule.

NEW YORK, 15th May.

The *World's* London cable special of May 14th says:—My correspondent at Wiesbaden assures me that although the physical health of the Empress of Austria has been much benefited by Dr. Metzger's massage treatment, so far as her mental condition is concerned there has been no improvement.

LONDON, 16th May.

The two sisters of Pigott are nuns in Ireland. They have just heard, to their great relief, that their brother confessed his forgeries and received absolution the Sunday before he died. They attribute his suicide to his agony of fear about a deranged intellect.

NEW YORK, 16th May.

A newspaper syndicate of this city recently wrote to Mr. Gladstone asking him to write a series of twenty-five articles on subjects of current interest, and offering him $25,000 for the work. A reply has just been received from the ex-Premier, in which he says:—"At my age the stock of brain power does not wax, but wanes, and public calls upon my time leave only a fluctuating residue to dispose of. All idea of a series of efforts is, therefore, I have finally decided, wholly beyond my power to embrace."

BERLIN, 16th May.

The powder magazine at Fortress Konigstein, Saxony, was struck by lightning, causing an explosion. The magazine contained 1,000 pounds of shells. The sentinels on duty escaped unhurt.

LONDON, 17th May.

The principal publishing houses are competing for the right of publishing the history of Lord Lonsdale's Arctic adventures. Several munificent offers have been cabled to him for his prospective book.

Christians are being massacred by the Turks on the Montenegrin frontier.

An important deputation of missionaries waited this afternoon on Lord Salisbury, protesting against the surrender of Southern Lake Nyassa to Portugal. The treaty arranging for British dominance in Central Africa by a chartered company from Bechuana land to Lake Tanganyika, almost concluded, involves the abandonment of the mission station at Blantyre to Portugal, hence the protest. Affairs in South Central Africa are very critical.

HAVANA, 17th May.

The Teresa Central Sugar-grinding Factory at Manzanillo has been burned. Loss $400,000.

COMMERCIAL INTELLIGENCE.

FRIDAY, 14th June.

OPIUM.

Quotations are:—

New Malwa	$560 per picul, allce. of 2 to 3 catties.
Old Malwa	$600 per picul, allce. of 1 to 4 catties.
Older Malwa	$610 to $625 per picul, allce. of 4 to 5 or 2 catties.
Patna (New)	$525 to $527½ per chest.
Benares (New)	$525

EXCHANGE.

ON LONDON.—

Telegraphic Transfer	3/0¼
Bank Bills, on demand	3/0¼
Bank Bills, at 30 days' sight	3/0½
Bank Bills, at 4 months' sight	3/1
Credits, at 4 months' sight	3/1
Documentary Bills, at 4 months' sight	3/1⅛

ON PARIS.—

Bank Bills, on demand	3.80
Credits, at 4 months' sight	3.88

ON HAMBURG.—

On New York.—
Bank Bills, on demand 74
Credits, 60 days' sight 75
On Bombay.—
Telegraphic Transfer 224½
Bank, on demand 225¼
On Calcutta.—
Telegraphic Transfer 224½
Bank, on demand 225¼
On Shanghai.—
Bank, at sight 72
Private, 30 days' sight 72¾
Sovereigns 6.50

SHARES.

Company.	Paid up.	Quotations.
Banks—		
Hongkong & S'hai.	$125	176 p. ct. pm.
New Oriental	£10	£10½
China Borneo	$50	$47, nom.
China Sugar	$100	$267
Chinese Loan '84 B.	$500	3 p. ct. prem., nom.
Chinese Loan '84 C.	$500	5 p. ct. prem., nom.
Chinese Loan '86 E.	Tls. 250	11 p. ct. prem., nom.
Cruickshank & Co.	$50	$40, nom.
Darvel Bay Trading.	$8	$13½
Fenwick & Co., Geo.	$25	$35
Gordon & Co., A. G.	$20	$27
Green Island Cement	$5	$14, new iss., buyers
Hall & Holtz C. Co.	Tls. 50	Tls. 26
H. Brick & Cement.	$12.50	$28, cum new call
H & C. Bakery	$50	$85
Hongkong & C. Gas.	£10	$130
H. Dairy Farm	$10	$13½
H. Electric Light	$2	$6, sellers
H. H. L. Tramways.	$50	200 p. ct. pm., nom.
Hongkong Ice	$25	$125, nom.
H. & K. Wharf & G	$100	$102
H. Steam Laundry	$50	......
Hongkong Rope	$50	$120, nom.
H. & W. Dock	$125	97 p. ct. pm.
Hotels—		
Austin Arms	$20	2½ p. ct. pm., sellers
Hongkong Hotel	$100	$225
Do. Debentures	$500	$501
Peak Hotel	$15	$25
Insurances—		
Canton	$50	$132½
China Fire	$20	$87, sales
China Traders'	$25	$81, buyers
Chinese Insurance	$200	$165, nom.
Hongkong Fire	$50	$339
North-China	£50	Tls. 340
Singapore	$20	$16, sellers
Straits Fire	$20	$18
Straits Marine	$20	$21, nom.
Union	$25	$102½
Yangtsze	£25	Tls. 97½
Land & Building—		
H. Land Investm't	$50	$133, sellers
Peak Building	$7	$10
Richmond Terrace	$100	$200
Shanghai Land	Tls. 20	Tls. 20
West Point Buildg.	$40	$51, sellers
Luzon Sugar	$100	$118, sales & buyers
Mining—		
Charbonnages	$131.58	$700, nom.
Jelebu	$5	$7, buyers
Punjom	$10	$23
Perak Sugar	Tls. 50	Tls. 18
Planting—		
East Borneo	$25	$51
Labuk	$10	$16
Songei Koyah	$25	$45
S'hai & H. Wharf	Tls. 100	Tls. 200
Shanghai Water	£20	£20
Steamship Coys.—		
China & Manila	$50	$140, nom.
China Shippers'	£13	par, nom.
Douglas	$50	$53, sellers
H., Canton, & M.	$20	185 p. ct. pm.
Indo-China	£10	par.
Steam Launch	$30	nom.
Watson & Co., A. S.	$100	150 p. ct., sellers

HONGKONG TEMPERATURE.

(From Messrs. Falconer & Co.'s Register.)
June 14th.

Barometer—9 a.m. 29.83
Barometer—1 p.m. 29.78
Barometer—4 p.m. 29.73
Thermometer—9 a.m. 81
Thermometer—1 p.m. 84
Thermometer—4 p.m. 88
Thermometer—9 a.m. (Wet bulb) 77
Thermometer—1 p.m. (Wet bulb) 79
Thermometer—4 p.m. (Wet bulb) 79
Thermometer—Maximum 84
Thermometer—Minimum (over night) 80

CHINA COAST METEOROLOGICAL REGISTER.

13th June, 1889, at 4 p.m.

tation.	Barometer at 32° and Sea Level, Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
ostock	30.05	63	—	—	0	o	—
kio	30.04	—	—	E	4	—	—
gasaki	29.93	—	—	WSW	2	—	—
anghai	29.80	82	81	ESE	3	b	—
moy	29.81	83	71	SE	3	b	—
ongkong	29.75	81	77	ESE	3	c	—
iphong	29.78	90	72	E	[illegible]	o d	—
olinao	29.87	80	91	SW	2	o r	—
anila	—	—	—	—	—	—	—

14th June, 1889, at 10 a.m.

tation.	Barometer at 32° and Sea Level, Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
ostock	30.08	60	90	—	0	o	—
kio	30.12	—	—	SE	2	—	—
gasaki	30.03	—	—	NE	2	—	—
anghai	29.94	75	93	ENE	4	o	—
moy	29.88	80	78	NE	2	o	—
ongkong	29.79	81	78	E	4	o	0.22
iphong	29.80	88	78	E	1	[illegible]	—
olinao	29.89	80	87	ESE	2	o	1.15
anila	—	—	—	—	—	—	—

The barometer has fallen very slightly along the coast of China, and has risen at Bolinao and in Japan. Cloudy and warm but rather dry weather prevails.

W. DOBERCK.
Hongkong Observatory, 14th June, 1889.

METEOROLOGICAL REGISTER.

	Previous day, at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
rometer	29.75	29.79	29.69
mperature	81	81	81
midity	77	78	78
rection of wind	E.S.E.	E.	E.S.E.
rce of wind	3	4	4
eather	c.	c.	c.
in	—	0.22	—

Highest open air temperature on the 13th 86
Lowest open air temperature on the 13th 79

1.—Barometer reduced to 32 degrees Fahrenheit at the level of the sea in inches, tenths and hundredths.
2.—Temperature in the shade in degrees Fahrenheit.
3.—Humidity in percentage of saturation, the humidity of air saturated with moisture being 100.
4.—Direction of the Wind in two points.
5.—Force of the Wind according to Beaufort Scale.
6.—State of the Weather: B. blue sky; C. detached clouds; D. drizzling rain; F. fog; G. gloomy; H. hail; L. lightning; O. overcast; P. passing showers; Q. squally; R. rain; S. snow; T. thunder; V. visibility; W. dew (wet).
7.—Rain in inches, tenths and hundredths.

W. DOBERCK.
Hongkong Observatory, 14th June, 1889.

EWS FOR THE ENGLISH MAIL.

HONGKONG.

Since the departure of the last mail ther- ve been but few events worthy of note. On 4th instant, a junk near Shaukiwan was uck by lightning; a man standing near the st was stunned. The Shameen Hotel and nd Company with a capital of $100,000 has n registered here. A Court martial was d on the *Victor Emanuel* on Staff Surgeon grane of H.M.S. *Conquest*, on the 6th and 7th t. for neglect of duty and intemperance; the fendant was sentenced to lose all seniority as a ff surgeon and to be dismissed his ship. On the h inst. a court martial was held on Assistant ymaster Horner of the same ship, for drunken- s and the court sentenced him to forfeit one r's seniority, to be severely reprimanded, and missed his ship. Police Constable D. McLen- n carried off the Spoon at the Rifle Association's ekly Spoon Competition. A heavy storm ac- mpanied by thunder and lightning, broke over Colony early on the morning of the 9th inst. the night of the 10th inst. a Chinaman was t near Shaukiwan during the progress of a gambling row. The statutory meeting the Labuk Planting Company, Limited, was d at the Hongkong Hotel on the 10th inst. petty officer named Biggs of H.M.S. *Severn*, s drowned while bathing at Aberdeen, on the inst. Major-General Bevan Edwards C. B. ves here for Australia to-day for the purpose inspecting the defences of the Colonies. lodge of Royal Ark Mariners was instituted Hongkong on the evening of the 12th instant en Wor. Bro. Basonjee conferred the degree a number of candidates by dispensation. Between two and three o'clock on the afternoon, he 4th inst. a junk off Shaukiwan was struck lightning. The lightning struck two of the ts of the junk and stunned a man who was ding near, but no further damage was done. In the evening of the 12th inst. the new bam- bridge from Garden Road to Kennedy Road was completed, and the public can once more enjoy a walk on this favourite promenade. The wreck of the old bridge still lies in the bottom of the nullah.

The Chinese Amusement Syndicate, Limited, has been formed for the purpose of establishing a switchback railway, a merry-go-round, and providing other amusements of similar character for the Chinese. The capital, we believe, is $20,000.

At the Hongkong Rifle Association's Spoon competition at 600 yards, only eight members turned up at the ranges for the usual Saturday shoot. Police Constable D. McLennan carried off the spoon with the capital score of 44, and P.C. Moncur was second with 43.

His Excellency Major-General Bevan Edwards, C.B., leaves here on the 15th inst. for Australia, whither he goes to inspect the defences of the Colonies, and will be absent about four months. The Command of the Troops here meanwhile will devolve on Colonel Craster, R.A.

The return of the Acting Collector of Stamp Revenue shows that the total revenue for May was $22,396.91 as against $17,022.34 in the corresponding month of last year, a net increase of $5,374.57. The items showing the largest increase were transfer of shares and conveyances or assignments.

Sergeant Angus Macaulay, of the Hongkong Police, died early on the morning of the 10th inst. of fever contracted at Hungham. Macaulay had served nearly ten years and was within a month of being entitled to a pension. His burial took place in the afternoon, when a large number of Police officers of every grade were present.

H. E. Sin Wan Kai, Commissioner in charge of the delimitation of Tonquin on behalf of China, and his Secretary and Interpreter, arrived here on the 9th inst. in the Chinese corvette *Chien-to* on their way to Haiphong. They have been staying at a Chinese Club and left on the 11th inst. for Haiphong.

We hear that two Chinese hongs engaged in the opium trade have stopped payment. The liabilities are said to be $400,000 and $150,000. The result of these failures has been to produce a semi-panic, and many hongs have refused to do business until after the half-yearly settlements. We also hear that a Chinese bank closed its doors a few days ago.

The Shameen Hotel and Land Company, Limited, with an authorized capital of $100,000 in 5,000 shares of $20 each, was registered in this Colony on the 6th inst. The Company purposes building an hotel and acquiring land on Shameen, Canton. Such an institution has long been badly wanted in Canton, the visitors to which city are yearly increasing.

We hear that Hon. W. M. Deane, Captain Superintendent of Police, has obtained an extension of leave. When Mr. Deane went on leave he applied for four months, but was only granted two and a half months. The Government on further consideration have granted him another month and a half, thus bringing the leave up to the four months originally applied for.

P. C. Hamilton died in the Civil Hospital on the morning of the 7th inst. after only five hours' illness, the cause of death being acute malarial fever. He went on duty at six o'clock on the evening of the 6th inst., but was attacked by fever soon afterwards, and was admitted to hospital at half-past nine. He was a strong young man and had only been in the colony six months.

A Court Martial was held on board the *Victor Emanuel* on the 12th inst. on Charles William Edward Horner, assistant paymaster on board H.M.S. *Conquest*, who was charged by Captain Henderson of the same vessel with drunkenness. The defendant pleaded guilty and was sentenced to forfeit a year's seniority as assistant paymaster, to be severely reprimanded, and dismissed from the *Conquest*.

On Sunday night, the 9th inst., a Chinaman was shot in a gambling house near Quarry Bay. It appears that a quarrel had arisen in the house, and the parties adjourned outside to settle it. The deceased, who it appears had nothing to do with the quarrel, rushed outside to see how matters were going, when, in the midst of the quarrel, a revolver went off, accidentally it is believed, and he was shot. The man who fired the revolver has escaped.

The publication of the mortality returns in the *Government Gazette* has been resumed. There were 14 deaths among the British and foreign community in May, and 409 among the Chinese. 8 deaths occurred in the Tung Wah and 2 in the Alice Memorial Hospital; 59 deaths are recorded in the Italian Convent, and 61 in the Asile de la St. Enfance. The total deaths during the present year have been:—January, 312; February, 288; March, 305; April, 329; May, 423.

Inspector Quincey and a body of Police made a raid on Monday evening the 10th inst. on a gambling house in Acheung Lane. A large number of gamblers were found in the house and on the arrival of the Police, eight of them jumped through the window to the ground, a height of about twelve feet, most of them escaping without injury. The three men who were running the house were brought before Mr. Wodehouse the following morning and were sentenced to four, three, and two months' imprisonment respectively.

On Saturday evening the 8th inst., a petty officer, named Arthur Biggs on board H.M.S. *Severn*, was drowned at Aberdeen. The vessel is in dock there at present and a number of the men from her were bathing outside on the evening in question. Deceased, who could only swim a few strokes, was being assisted by a comrade, when a cry for help was raised by another seaman. There was a general rush to his assistance and the man who was supporting Biggs left him for a moment. Biggs at once sank and did not rise again. Divers were sent down and every effort made to find the body but in vain. The next day, however, the body floated to the surface, and was buried at Happy Valley the following afternoon. An enquiry was held at Magistracy on the 12th inst., when the finding was accidentally drowned.

The work of repairing the Peak Tramway is progressing rapidly and satisfactorily. Fortunately, it has been found that the damage done is not so serious as was at first supposed. The top of the track has been carried away but the foundation still remains uninjured. It has also been found that the whole of the fresh material required can be procured in the Colony, so that there will be no necessity to delay the work until new material arrives from home, and the managers therefore hope to have everything in working order by the middle of next month. The Company have also commenced building a station at the terminus on the lower level, thus *removing* a grievance which has been extensively ventilated by those who used the tramway, and had to wait often in sun or rain without any shelter whatever.

A heavy storm broke over the colony on the morning of the 9th inst. about half-past four o'clock. For two hours there was a tremendous downpour of rain accompanied by terrific crashes of thunder and several vivid flashes of lightning. In violence, although luckily it only lasted a short time, the storm equalled the terrible storms of the 29th and 30th May. Wyndham Street, below the broken sewer in Glenealy, was for about an hour a rushing torrent. Queen's Road did not suffer much, owing doubtless to the free outlet for the water, but Misses Gate and Fairall and Messrs. Heuermann, Herbst & Co. were flooded with about two feet of water. Zetland Street, upon which the Public Works department have been engaged during the past week filling in with sand, was washed completely out and the work already done completely wrecked. For the rest Queen's Road escaped, with the exception of several portions of the thoroughfare eastward being once again turned into a swamp.

JAPAN.

KOBE.

From the *Shogyo Shimpo*, we learn that the Chinese at Kobe are busily engaged buying up silver bullion and Mexican dollars for shipment to their own country. By the steamer *Saikio-maru*, which left Kobe on the 23rd May, silver to the value of $200,000 was despatched to China.

The *Hyogo News* hears "that the proprietor of the match factory carried on by Chinese at Kobe has applied to the Kencho for permission to postpone the closing of the business for six months. The application has been forwarded to Tokyo, and we are curious to learn whether or not it will be granted."

A Kobe native paper says:—Mr. Fujii Katsutaro, who stopped a long time in Formosa with the object of thoroughly mastering the making of Oolong black tea, returned home last year, and samples of his manufacture were received the other day in Kobe from Shidsuoka, where he is engaged. Several foreigners pronounce the sample excellent, and it seems, therefore, that the opinion so generally held that black teas cannot be produced in Japan is quite erroneous.

VESSELS ADVERTISED AS LOADING.

Destination	Vessel's Name	Captain.	At	For Freight Apply to	To be Despatched
LONDON, &c., via Suez Canal	Rohilla (str.)	M. De Horne	Hongkong	P. & O. S. N. Co.	To-day, at Noon.
LONDON via Suez Canal	Glenfalloch (str.)	Cormack		Jardine, Matheson & Co.	On or about 20th inst.
LONDON DIRECT	Brindisi (str.)		Hongkong	P. & O. S. N. Co.	On 17th inst., 3 p.m.
LONDON, via Suez Canal	Oopack (str.)	J. C. Jaques		Arnhold, Karberg & Co.	On or about 17th inst.
LONDON via Suez Canal	Telemachus (str.)	Jones	Hongkong	Butterfield & Swire	To-morrow.
LONDON & HAMBURG	Gustav & Oscar		Hongkong	Carlowitz & Co.	Quick despatch.
LONDON	Aberdeen (str.)	Taylor	Hongkong	Adamson, Bell & Co.	On 20th inst.
HAVRE & HAMBURG, &c.	Daphne (str.)	T. Voss		Siemssen & Co.	On 18th inst., at 4 p.m.
HAVRE & LONDON	Amphitrite		Hongkong	Carlowitz & Co.	Quick despatch.
MARSEILLES via Saigon, &c.	Oxus (str.)	Guirand		Messageries Maritimes	On 20th inst., at Noon
BREMEN & PORTS OF CALL	Sachsen (str.)	K. v. Goessel		Melchers & Co.	On 3rd July, at 4 p.m.
VANCOUVER B.C., via Kobe, &c.	Abyssinia (str.)	G. A. Lee		Adamson, Bell & Co.	On 20th inst., at Noon
VENICE, &c.	Elektra (str.)	A. Lussich		O. Bachrach	On 22nd inst., at Noon
SAN FRANCISCO via Y'hama	City of New York (str.)			P. M. S. S. Co.	On 22nd inst., at 1 p.m.
SAN FRANCISCO	Titan	C. H. Allyn		Russell & Co	Quick despatch.
SAN FRANCISCO	Conqueror	Frost		Pustau & Co.	Quick despatch.
NEW YORK	James G. Bain		Hongkong	Carlowitz & Co.	Quick despatch.
NEW YORK	Hallgerda	Hayden		Siemssen & Co.	Quick despatch.
NEW YORK	Narwhal		Hongkong	Carlowitz & Co.	Quick despatch.
NEW YORK	Southern Cross	Bailey	Hongkong	Russell & Co.	Quick despatch.
NEW YORK	Comet			Carlowitz & Co.	Quick despatch.
NEW YORK	George V. Jordan		Hongkong	Carlowitz & Co.	Quick despatch.
NEW YORK	Mabel Taylor	Durkee	Hongkong	Siemssen & Co.	Quick despatch.
NEW YORK	Agenor	Frost	Hongkong	Pustau & Co.	Quick despatch.
NEW YORK via Suez Canal	Glenshiel (str.)	Donaldson	Hongkong	Jardine, Matheson & Co.	On or about 20th inst.
NEW ZEALAND PORTS	Whampoa (str.)	Hughes	Hongkong	Butterfield & Swire	Quick despatch.
PORT DARWIN, &c.	Changsha (str.)	Williams	Hongkong	Butterfield & Swire	To-day, at 4 p.m.
STRAITS & BOMBAY	Khiva (str.)		Hongkong	P. & O. S. N. Co.	On 18th inst., at Noon
CALCUTTA via STRAITS	Moray (str.)	Duncan	Hongkong	Jardine, Matheson & Co.	On 18th inst., at Noon
YOKOHAMA via Nagasaki, Kobe	Verona (str.)		Hongkong	P. & O. S. N. Co.	On 18th inst., at Noon
YOKOHAMA & KOBE	Aglaia (str.)	E. Christiansen	Hongkong	Siemssen & Co.	To-day, at 2 p.m.
NAGASAKI, KOBE, &c.	Merionethshire (str.)	Dowling	Hongkong	Adamson, Bell & Co.	To-day, at 4 p.m.
SHANGHAI, KOBE, &c.	Djemnah (str.)	Vaquier		Messageries Maritimes	On or about 19th inst.
SHANGHAI	Deucalion (str.)	Asquith	Hongkong	Butterfield & Swire	On 20th inst.
SHANGHAI via Amoy	Ulysses (str.)	Butler	Hongkong	Butterfield & Swire	On 19th inst.
MANILA via Amoy	Nanzing (str.)	Talbot	Hongkong	Jardine, Matheson & Co.	On 17th inst., at Noon.
SWATOW, S'PORE, BANGKOK	P. C. Chom Klao (str.)	A. Benson	Hongkong	Yuen Fat Hong	To-day, at Noon.
SWATOW, AMOY, FOOCHOW	Haitan (str.)	Pocock	Hongkong	Douglas Lapraik & Co	To-morrow daylight

OTSU.

20th May.

Talking with one of the principal silk producers here, I asked him what he thought were the prospects of Kobe as a port from which silk would be shipped. I also explained to him that the merchants there were very anxious to buy from this Ken, and that a public silk inspector had been appointed to facilitate transactions between Japanese and foreigners. He seemed fully conversant with all that, but said that at present Yokohama offered greater facilities for selling, that there were more silk buyers there—men with whom the people here had done business for a long time and had got used to. Also that Mr. Denzaburo Fujita had recently started a place in Kobe for silk buying and shipping, and that possibly very soon the merchants here would get over their partiality for Yokohama, and, when the through line was constructed to Kobe, send the silk there. He thought it would be a "follow-my-leader" kind of business, and that as soon as one merchant saw another sending to Kobe and getting fairly good prices, the others would soon follow.

Speaking of the completion of the railway, I took a walk to-day along the section from Baba to the bridge over the Seta river. It is completed, but the resident engineer, whom I saw surveying, informed me that it has been determined to lay a new piece of line from just beyond Baba to connect with the line that goes down into Otsu from that station. To effect this the station must be removed a little nearer the lake, for the line is to be located right through the present site of the station. Passengers for Otsu will have to change from the train on the main line and enter cars on the short line to that place. It is difficult to learn the exact time when the through line will be complete, or rather when the through trains will run, but the end of next month is about the time. I am informed that the authorities are waiting for carriages from England, and that the reason why they were not made in this country—some very good and well-ventilated carriages have been made here recently—was that the carriage shops were full of work and could not undertake to supply the requisite number soon enough.

The tea-picking is in full swing both around here and at Uji. Many of your readers have of course *done* Uji, but few, if any, have made up a picnic party and have had a day on the plain of Awadzu, between Zeze and Ishiyama. A most enjoyable day can be spent there, walking through the by-paths near the foot of the hills. There are numberless surprises in charming bits of scenery that must be seen to be fully appreciated. No pen can do justice to their beauty, and a landscape artist would be simply enchanted by them. Visitors here do Ishiyama, Miidera, and the quaint but disappointing tree at Karasaki, but they omit that which is superior to them all.—*Hyogo News* correspondent.

TOKYO

The *Japan Gazette* says:—From time to time it has been our pleasing privilege to report many actions indicating the generous disposition of Her Majesty the Empress of Japan. In order that she may engage in kindly works and the dispensation of help, she sets a very good example of thrift and economy as the following incident, for which we are indebted to the *Mainichi Shimbun*, shows. Viscount Kagawa Keizo, Chief Chamberlain to Her Majesty, on the 23rd May communicated with Mr. Takagi Kanehiro, Surgeon General Inspector of Navy and the President of the Tokyo Charity Hospital, as follows:—"Her Majesty the Empress hearing, in connection with the proposed extension of your Hospital, that the Quarantine Hospital next door is to be removed has graciously announced her intention of subscribing to that Hospital the sum of $8,446.90.8 which Her Majesty saved last year by practising economy in dress and other matters." The enlightened partner of the Sovereign of this country must have frequently experienced "the secret pleasure of a generous act" for, as we have said, her kindly and substantial aid has been often accorded. Like all good women she delights in doing good.

YOKOHAMA.

The British ship *Fred. B. Taylor*, which stranded inside Kannon-saki on the 7th February last, returned to Yokohama from the Yokosuka Dock on the 2nd June, where she has undergone very extensive repairs. We *(Japan Gazette)* understand that a new second keel has been put into her, from stem to sternpost, and thoroughly fastened with heavy bolts. The whole of the chafed planking on both sides has been replaced by new, consisting of many hundred feet of planking 10 inches thick, and all fastened by copper bolts. Besides this, the vessel has had two very heavy bilge blocks fitted on each side, 150 feet long by 14½ inches deep and 27½ inches wide, and well bolted through with metal bolts and heavy iron straps seven in number on each side; the vessel has been caulked and re-coppered to the surveyor's satisfaction. She now only requires her rigging to be set up, the masts put on end, and sails bent to make her ready for sea. We hear that the Yokosuka Dockyard authorities have made an excellent job of her repairs and deserve much credit, although the work has taken rather a longer period than would have been the case in the West.

☞ *For other mail news see Supplement.*

MAN LOONG, of Canton, has always on hand for Sale BEST PRESERVED MEAT, SOY, &c. Price moderate.

The undersigned is also entrusted with the Sale of PRESERVES, &c., of Chy. Loong Chop.

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Canton.

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THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

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Electrical Material on sale, or hire.
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A. SANDFORD,
Agent.

Hongkong, 1st December, 1888. [1699

[illegible]

FOR SWATOW, SINGAPORE, AND BANGKOK.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

THE Company's Steamer

"PHRA CHULA CHOM KLAO,"

Captain A. Benson, will be despatched for the above Ports TO-DAY, the 15th instant, at Noon.

For Freight or Passage, apply to

YUEN FAT HONG,
Agents.

Hongkong, 11th June, 1889. [1218

FOR YOKOHAMA AND KOBE.

THE Steamship

"AGLAIA,"

Captain E. Christiansen, will be despatched for the above Ports. TO-DAY, the 15th instant, at Two p.m.

For Freight or Passage, apply to

SIEMSSEN & Co.,
Agents.

Hongkong, 14th June, 1889. [1240

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY, AND MELBOURNE.

THE Company's Steamship

"CHANGSHA,"

Williams, Commander, will be despatched as above TO-DAY, the 15th June, at Four p.m.

The attention of Passengers is directed to the superior Accommodation offered by this Steamer. First-class Saloon and Cabins are situated forward of the Engines. Second Class Passengers are berthed in the Poop. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 28th May, 1889. [1101

OCEAN STEAMSHIP COMPANY.

FOR LONDON via SUEZ CANAL.

THE Company's Steamship

"TELEMACHUS,"

Captain Jones, will be despatched as above TO-MORROW, the 16th inst.

Passengers for Europe desiring to proceed Overland, can, on application to the undersigned, have their Tickets endorsed for surrender at Algiers in exchange for Coupon Tickets to Marseilles (by Transatlantic Company's express Boats) and thence to Paris or London.

Algiers is 28 hours' steam from Marseilles and thence to London occupies about the same time.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th June, 1889. [1034

STEAM TO LONDON DIRECT, Calling at INTERMEDIATE PORTS.

THE P. & O. S. N. Co.'s Extra Steamship

"BRINDISI,"

will leave for the above places on MONDAY, the 17th instant, at Three p.m.

This vessel is disconnected from the Mail Services, but has excellent Accommodation for a limited number of through Passengers (First Saloon only) at specially reduced rates. Electric Light throughout the Steamer, Deck Cabins (two berths), Surgeon carried, &c.

E. L. WOODIN,
Superintendent.

Hongkong, 14th June, 1889. [1244

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON via SUEZ CANAL.

THE Company's Steamship

"OOPACK,"

J. C. Jaques, Commander, will be despatched as above on or about the 17th June.

For Freight, apply to

ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 31st May, 1889. [1131

STEAM TO YOKOHAMA via NAGASAKI AND KOBE.

(Passing through the Inland Sea.)

THE P. & O. S. N. Co.'s Steamship

"VERONA,"

will leave for the above places on TUESDAY, the 18th instant, at Noon.

E. L. WOODIN,
Superintendent.

Hongkong, 14th June, 1889. [1237

STEAM TO STRAITS AND BOMBAY, Calling at COLOMBO if sufficient Inducement Offers.

THE P. & O. S. N. Co.'s Steamship

"KHIVA,"

will leave for the above places on or about TUESDAY, the 18th June, at Noon.

E. L. WOODIN,
Superintendent.

Hongkong, 12th June, 1889. [1222

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Company's Chartered Steamship

"MORAY,"

Captain Duncan, will be despatched as above on the 18th instant, at Noon.

This steamer has superior first class accommodation specially constructed to meet the requirements of tropical climates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 12th June, 1889. [1226

FOR SINGAPORE, HAVRE, AND HAMBURG.

(Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, London, Liverpool and Bremen).

THE Steamship

"DAPHNE,"

Captain T. Voss, will be despatched for the above Ports on TUESDAY, the 18th inst., at Four p.m.

For Freight or Passage, apply to

SIEMSSEN & Co.,
Agents.

Hongkong, 10th June, 1889. [1203

FOR SAN FRANCISCO.

THE 3/3 L. 1. 1. American Ship

"TITAN,"

C. H. Allyn, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 27th May, 1889. [1092

VESSELS ON THE BERTH

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for Batavia, Persian Gulf Ports, Marseilles, Trieste, Hamburg, New York, and Boston.

Specie only landed at Plymouth.

THE Peninsular and Oriental Steam Navigation Company's Steamship "ROHILLA," Captain M. De Horne, with Her Majesty's Mails, will be despatched from this for LONDON via BOMBAY and SUEZ CANAL, on SATURDAY, the 15th June, 1889, at Noon.

Cargo will be received on board until 4 p.m.; Parcels and Specie (Gold) at the Office until 4 p.m., on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed viâ Bombay, arriving one week later than by the ordinary direct route viâ Colombo.

For further particulars regarding Freight and Passage apply to the Peninsular & Oriental Steam Navigation Company's Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

This Steamer takes Cargo and Passengers for Marseilles.

E. L. WOODIN,
Superintendent.

Hongkong, 4th June, 1889. [1

COMPAGNIE DES MESSAGERIES MARITIMES
PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN, AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL AND LA PLATA;
ALSO,
LONDON, HAVRE, AND BORDEAUX.

ON THURSDAY, the 20th June, 1889, at Noon, the Company's Steamship "OXUS," Commandant Guirand, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m., on the 19th June, 1889. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 7th June, 1889. [2

CANADIAN PACIFIC STEAMSHIP COMPANY.

Taking Cargo and Passengers to JAPAN, CANADA, THE UNITED STATES, AND EUROPE,
via
THE CANADIAN PACIFIC RAILWAY
and other connecting
RAILWAY LINES & STEAMERS.

THE British Steamship

"ABYSSINIA,"

3,651 Tons Register, G. A. Lee, Commander, will be despatched for VANCOUVER, B.C., via KOBE and YOKOHAMA, on THURSDAY, the 20th June, at Noon.

To be followed by the S. S. "BATAVIA," on 4th July, and S. S. "PORT AUGUSTA," on the 18th July.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points, by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To Vancouver & Victoria ... (Mex.)	$185.00.
To all Common Points in Canada and the United States	230.00.
To Liverpool	300.00.
To London	305.00.

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to Points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. Brown, District Freight Agent, Vancouver, B.C.

Freight will be received on Board until 4 p.m. on the 19th June.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & Co.,
Agents.

Hongkong, 7th June, 1889. [8

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, HODEIDAH, MASSAUA, SUAKIM, YEDDAH, SUEZ, PORT SAID, BRINDISI, TRIESTE, & VENICE.

(Taking Cargo at through rates to Calcutta, Madras, Persian Gulf, Red Sea, Black Sea, Levant & Adriatic Ports).

THE Company's Steamship

"ELEKTRA,"

Captain A. Lussich, will be despatched as above on SATURDAY, the 22nd inst., at Noon.

For Further Particulars regarding Freight and Passage, apply to the Agency of the Company, Praya Central.

O. BACHRACH,
Agent.

Hongkong, 14th June, 1889. [5

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI via AMOY.

(Taking Cargo and Passengers at through rates for Ningpo, Chefoo, Newchwang, Tientsin, Hankow, and Ports on the Yangtsze.)

THE Company's Steamship

"ULYSSES,"

Captain Butler, will be despatched as above on WEDNESDAY, the 19th inst.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 12th June, 1889. [1229

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON via SUEZ CANAL.

THE Steamship

"GLENFALLOCH,"

Captain Cormack, will be despatched as above on or about the 20th instant.

For Freight, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 12th June, 1889. [1225

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

(Taking Cargo and Passengers at through rates for Ningpo, Chefoo, Newchwang, Tientsin, Hankow, and Ports on the Yangtsze.)

THE Company's Steamship

"DEUCALION,"

Captain Asquith, will be despatched as above on THURSDAY, the 20th inst.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th June, 1889. [1241

FOR LONDON.

THE Steamship

"ABERDEEN,"

Captain Taylor, will be despatched for the above Port on the 20th instant.

For Freight or Passage, apply to

ADAMSON, BELL & Co.,
Agents.

Hongkong, 13th June, 1889. [1235

CHINA NAVIGATION COMPANY, LIMITED.

FOR NEW ZEALAND PORTS.

THE Company's Steamship

"WHAMPOA,"

Hughes, Commander, will have quick despatch.

The attention of Passengers is directed to the superior Accommodation offered by this Steamer, which is situated amidships upon the upper deck.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 20th May, 1889. [1050

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.
THROUGH to NEW YORK, via OVERLAND RAILWAYS, and Touching at YOKOHAMA and SAN FRANCISCO.

THE U. S. Mail Steamer "CITY OF NEW YORK" will be despatched for San Francisco viâ Yokohama, on SATURDAY, the 22nd June, at One p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, viâ Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To San Francisco	$200.00
To San Francisco and return, available for 6 months	350.00
To Liverpool	325.00
To London	330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 %, from Return Fare. *This allowance does not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50a, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, 7th June, 1889. [3

NORDDEUTSCHER LLOYD.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID,
BRINDISI, GENOA, ANTWERP, BREMEN, AND HAMBURG.
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
Also,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

The Company's Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

ON WEDNESDAY, the 3rd day of July, 1889, at 4 p.m., the Company's Steamship "SACHSEN," Captain v. Gaessel, with MAILS, PASSENGERS, SPECIE, and CARGO will leave this Port as above, Calling at Genoa.

Shipping Orders will be granted till 10 a.m., Cargo will be received on Board until 1 p.m., Specie and Parcels until 10 a.m., on the 3rd July, 1889. (Parcels are not to be sent on Board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For Further Particulars, apply to

MELCHERS & Co.,
Agents.

Hongkong, 10th June, 1889. [7

FOR SAN FRANCISCO.

THE A. I. American Ship

"CONQUEROR,"

Frost, Master, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to

PUSTAU & Co.

Hongkong, 18th April, 1889. [810

FOR HAVRE AND LONDON.

THE 3/3 L. 1. 1. German Ship

"AMPHITRITE,"

shortly expected here, will load for the above Ports, and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.

Hongkong, 25th May, 1889. [1082

FOR LONDON AND HAMBURG.

THE 3/3 L. 1. 1. German Ship

"GUSTAV & OSCAR,"

shortly expected here, will load for the above Ports, and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.

Hongkong, 4th May, 1889. [919

FOR NEW YORK.

THE 3/3 L. I. I. British Ship

"NARWHAL,"

shortly expected here, will load for the above Port, and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.

Hongkong, 8th May, 1889. [928

VESSELS ON THE BERTH.

FOR NEW YORK.

THE 3/3 L. 1. 1. American Schooner

"GEORGE V. JORDAN,"

will load here, for the above Port, and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.

Hongkong, 5th June, 1889. [1172

FOR NEW YORK.

THE 3/3 L. 1. 1. German Ship

"COMET,"

shortly expected here, will load for the above Port, and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.

Hongkong, 25th May, 1889. [975

FOR NEW YORK.

THE 3/3 L. I. I. British Barque

"JAMES G. BAIN,"

will load here for the above Port, and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.

Hongkong, 16th April, 1889. [787

FOR NEW YORK.

THE 3/3 A. I. I. American Ship

"AGENOR,"

Frost, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

PUSTAU & Co.

Hongkong, 13th June, 1889. [1233

FOR NEW YORK.

THE 3/3 L. I. I. American Ship

"SOUTHERN CROSS,"

Bailey, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 16th May, 1889. [1023

FOR NEW YORK.

THE A1 British Ship

"HALLGERDA,"

Captain Hayden, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to

SIEMSSEN & Co.

Hongkong, 17th April, 1889. [799

FOR NEW YORK.

THE 3/3 L 1 1 British Ship

"MABEL TAYLOR,"

Captain Durkee, will load here for the above Port, and will have quick despatch.

For Freight, apply to

SIEMSSEN & Co.

Hongkong, 8th June, 1889. [1105

LEUCHS' TRADE LISTS OF ALL COUNTRIES in 36 Volumes.

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C. LEUCHS & Co.,
17, Barrett's Grove, London, N.
Established 1794.

(Write for price list.)

GOOD AGENTS WANTED. [712

FOR SALE CHEAP.

3 CYLINDRICAL TUBULAR GUN-BOAT'S BOILERS, 150 H.P. each, with fittings, tested to 150 lbs. to the square inch; they are suitable for a vessel about 670 tons, or would be very suitable for driving stationary engines. 4 Cornish Boilers 16 ft. long by 6 ft. in diameter, double rivetted, with 4 Galway's Patent Tubes in each. 1 Large Steam Launch Engine and Boiler. 2 Vertical Boilers. 1 New Portable Engine & Boiler, 10 H.P. by Marshall & Sons, Gainsborough, England, 1 6-H.P. Engine. 1 Steam Pump. 2 Horizontal and 1 Diagonal Steam Winches. 1 Large Planing Machine. 1 Emery Tool Grinder. 5 Boxes Taps and Dies. 1 Drilling Machines. 1 Large Hand Power Wheel for Driving Machinery with Shafting and Pulleys, and 2 Small Fire Engines. 2 double acting Hand Pumps.

One Plate Bending and Straightening Machine; will admit a 7 feet Plate, Top Roller 12", Bottom Rollers 10", weighing about 8¼ tons.

All the above Machinery are new or as good as new.

For further Particulars, apply to

J. M. ARMSTRONG,
Auctioneer,
Queen's Road.

Hongkong, 3rd June, 1888. [1207

L'INDEPENDANCE BELGE [1297

Le meilleur marché, le plus répandu et le mieux informé des grands journaux européens en langue française

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Trois Mois, fr. 15. Six Mois, fr. 30. Douze Mois, fr. 60.

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Envoi *gratuit* de *deux numeros* spécimens à toute personne qui en adressera la demande écrite à l'administration, 9, Rue d'Argent, Bruxelles.

CHINA OVERLAND TRADE REPORT
the
Commercial Journal for China, Japan, &c., &c.,
Published at the Office of the *Hongkong Daily Press* on the Morning of the Departure of the English Mail,
contains the
LATEST and FULLEST TRADE INTELLIGENCE,
REPORTS of MEETINGS of COMPANIES,
THE LATEST TELEGRAMS,
together with the
POLITICAL AND GENERAL NEWS
of the Fortnight.

The "Trade Report" has a large circulation in Hongkong, the Ports of China and Japan, the Philippines, Straits Settlements, &c. &c.

NOT RESPONSIBLE FOR DEBTS.

Neither the Captains, the Agents, nor the Owners, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

- Abyssinia, Brit. str., Lee.—Adamson, Bell & Co.
- Airlie, Brit. str., Ellis.—Russell & Co.
- Alex. Yeats, Brit. ship, Dunham.—Order.
- Aron, Nor. bk., Cristensen.—Order.
- Benarty, Brit. str., Boutillier.—Gibb, Livingston & Co.
- Constance, Brit. ship, Tingley.—Order.
- Dorothea, Ger. bk., Moeller.—Siemssen & Co.
- Escort, Amr. bk., Waterhouse.—Master.
- Guthrie, Brit. str., Green.—Russell & Co.
- Ingeborg, Ger. str., Vassmann.—Wieler & Co.
- Josephus, Amr. ship, Rogers.—Butterfield & Swire.
- Laughing Wave, Brit. brig, A. Rickers.—Siemssen & Co.
- Martha, Brit. bk., Cooke.—Ed. Schellhass & Co.
- Papa, Ger. bk., C. L. Henne.—Russell & Co.
- Propontis, Brit. str., G. Hensley.—Geo. R. Stevens & Co.
- Southern Cross, Amr. ship, Bailey.—Captain.
- S. Wm. Wallace, Brit. bk., Brown.—Wieler & Co.

BUSINESS ANNOUNCEMENTS.

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TO BE LET.

AN AIRY & WELL-FURNISHED HOUSE, Seven Rooms, Immediate Possession.

A PORTION of "BEACONSFIELD ARCADE."
"BISNEE VILLA," POKFOLUM.
GODOWNS at BOWRINGTON.

Apply to
SHARP & Co.,
BEACONSFIELD ARCADE.

Hongkong, 10th June, 1889. [32

TO LET AT MACAO.

A COMFORTABLE FURNISHED HOUSE—For One Month from the 15th instant.

Address,
H. B.,
Daily Press Office.

6th June, 1889. [1188

TO LET.

A BUNGALOW in GARDEN LOTS Nos. 35/53, Kowloon.

PART of VILLA LUCIA, Pokfulum, Furnished. One of the healthiest positions.

Apply to
D. MUSSO & Co.

Hongkong, 5th April, 1889. [259

TO LET,
From 1st July Next.

WESTBOURNE VILLAS, North. Water and Gas laid on. Garden and Tennis Court.

Apply to
O. BACHRACH.

Hongkong, 4th June, 1889 [1158

HONGKONG WHARF & GODOWNS

Goods received on STORAGE at Moderate Rates, in First-class Godowns.

STEAMER CARGOES discharged on favourable terms.

Apply to
MEYER & Co.

Hongkong, 2nd July, 1887. [1246

TO LET,
WITH IMMEDIATE POSSESSION.

NO. 4, QUEEN'S GARDENS.

Rent $90 and Taxes.

Apply to
G. C. ANDERSON,
13, Praya Central.

Hongkong, 26th January, 1889. [212

TO LET,
With Possession from the 1st June.

A ROOMY HOUSE in CARLTON TERRACE, Queen's Road East.

Apply to
G. R. LAMMERT.

Hongkong, 14th May, 1889. [1003

TO LET.

OFFICES at No. 18, QUEEN'S ROAD, now occupied by the CHINESE INSURANCE Co., LIMITED, in Liquidation.

SAML. J. GOWER,
Secretary & Liquidator.

Hongkong, 24th April, 1889. [845

TO LET.

NO. 51, PEEL STREET.

EDWARD GEORGE,
5, Queen's Road.

Hongkong, 17th April, 1889. [798

TO LET,
Possession from the 15th July, 1889.

THE FIRST FLOOR OF HOUSE No. 2, BLUE BUILDINGS.

Apply to
HOLLIDAY, WISE & Co.

Hongkong, 14th June, 1889. [1242

TO LET.
With Immediate Possession.

NO. 35, POTTINGER STREET.

Apply Office,
VICTORIA HOTEL.

Hongkong, 5th June, 1889. [1177

TO LET.

ROOMS IN "COLLEGE CHAMBERS."

No. 9, SEYMOUR TERRACE.
No. 4, SEYMOUR TERRACE—from 1st June.

Apply to
DAVID SASSOON, SONS & Co.

Hongkong, 13th July, 1888. [31

NOTICE.

OFFICES in VICTORIA BUILDINGS TO BE LET with Immediate Possession.

Apply to
ARTHUR B. RODYK.

Hongkong, 4th June, 1889. [1160

TO LET.

THE DWELLING HOUSE No. 2, DOUGLAS VILLAS. Possession from 1st May.

Apply to
DOUGLAS LAPRAIK & Co.

Hongkong, 1st April, 1889. [668

TO BE LET,
Possession 1st July, 1889.

NO. 3, ALBANY.

Water and Gas laid on.

Apply to
LINSTEAD & DAVIS.

Hongkong, 29th May, 1889. [1103

TO LET.

A PART of a HOUSE in one of the healthiest positions of the Colony. FIVE ROOMS; Bath Room attached to Bedroom.

W. E. L. C.,
c/o Hongkong Dispensary.

Hongkong, 8th June, 1889. [529

TO BE LET.
With Immediate Possession.

FIRST FLOOR of the Premises in the occupation of Messrs. EDOUARD SCHELLHASS & Co., Praya Central, containing 8 ROOMS with Verandah.

Also GROUND FLOOR in Duddell Street, suitable for Office or Godown.

Apply to
A. R. MARTY.

Hongkong, 8th May, 1889. [946

NOTICES TO CONSIGNEES.

CANADIAN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "ABYSSINIA,"
FROM VANCOUVER, YOKOHAMA, AND KOBE.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.

ADAMSON, BELL & Co.,
Agents.

Hongkong, 9th June, 1889. [8

FROM PASOEROEAN, SOURABAYA, SAMARANG, BATAVIA, AND SINGAPORE.

THE Steamship

"GOALPARA,"

having arrived from the above ports, Consignees of Cargo by her and by the S. S. *Roma*, from Madras, are hereby informed that their goods, with the exception of Opium, are being landed at their risk into the godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, at Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the 17th instant will be subject to rent.

No Fire Insurance has been effected. Consignees are also requested to present all claims for damages and/or shortages not later than the 24th inst., otherwise they will not be recognized.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 10th June, 1889. [1215

NOTICES TO CONSIGNEES.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Company's Chartered Steamship

"MORAY,"

having arrived from the above ports, Consignees of cargo by her are hereby informed that their goods, with the exception of Opium, are being landed at their risk into the HONGKONG AND KOWLOON WHARF & GODOWN COMPANY'S GODOWNS at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 19th inst. will be subject to rent.

No Fire Insurance has been effected. Consignees are requested to present all claims for damages and/or shortages not later than the 26th inst., otherwise they will not be recognized.

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 12th June, 1889. [1227

FROM HAMBURG, PENANG, AND SINGAPORE.

THE Steamship

"AGLAIA,"

Capt. Christiansen, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional cargo will be forwarded unless notice to the contrary be given before 2 P.M., TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Kowloon Pier and Godown Co. and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 18th instant, at 4 P.M.

No Fire Insurance has been effected.

SIEMSSEN & Co.,
Agents.

Hongkong, 12th June, 1889. [1228

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

S. S. "SACHSEN,"
FROM BREMEN AND PORTS OF CALL.

THE above named steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional cargo will be landed here in Hongkong unless notice to the contrary be given before 10 A.M., TO-DAY, the 13th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 19th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 26th inst., at 4 P.M.

All Claims must reach us before the 27th inst., or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
MELCHERS & Co.,
Agents.

Hongkong, 13th June, 1889. [7

"GLEN" LINE OF STEAMERS.

FROM LONDON, PENANG, AND SINGAPORE.

THE Company's Steamship

"GLENEARN,"

having arrived from the above ports, Consignees of cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the 18th instant will be subject to rent.

No Fire Insurance has been effected. Consignees are requested to present all claims for damages and/or shortages not later than the 25th inst., otherwise they will not be recognized.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 11th June, 1889. [1217

MAILS EXPECTED.

THE AMERICAN MAIL.

The O. & O. steamer *Belgic*, with the American mail of the 25th May, left Yokohama on the 12th, and is due here on the 18th inst.

THE FRENCH MAIL.

The M. M. steamer *Djemnah*, with the next French mail, left Singapore at 8 p.m. on the 11th, and is due here on or about the 18th inst.

STEAMERS EXPECTED.

The Union Line steamer *Altonover* left Singapore on the 11th, and is due here on the 17th instant.

The O. S. S. Co.'s steamer *Ulysses* left Singapore on the afternoon of the 11th, and is due here on the 17th inst.

The P. & O. Extra steamer *Teheran* left Singapore at 2 p.m. on the 12th, and is due here on the 18th inst.

The O. S. S. Co.'s steamer *Deucalion* left Singapore on the afternoon of the 12th, and is due here on the 18th instant.

The Austro-Hungarian steamer *Elektra* left Singapore on the morning of the 13th, and is due here on or about the 19th inst.

POST-OFFICE NOTICES.

The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is always corrected to a much later hour than that given below.

A MAIL WILL CLOSE.

For Kobe.—Per *Nantes le Havre*, to-day, the 15th inst., at 10.30 A.M.

For Swatow, Singapore, and Bangkok.—Per *P. C. C. Kiao*, to-day, the 15th inst., at 10.30 A.M.

For Yokohama and Kobe.—Per *Aglaia*, to-day, the 15th inst., at 1.30 P.M.

For Foochow.—Per *Guthrie*, to-day, the 15th inst., at 2.30 P.M.

For Saigon.—Per *Propontis*, to-day, the 15th inst., at 3.30 P.M.

For Touron and Quinhon.—Per *Frejr*, to-day, the 15th inst., at 4.30 P.M.

For Cebu.—Per *Activa*, to-day, the 15th inst., at 5.00 P.M.

For Swatow, Amoy, and Foochow.—Per *Haitan*, to-day, the 15th inst., at 5.00 P.M.

For Sandakan, Port Darwin, Thursday Island, Townsville, Brisbane, Sydney, and Melbourne.—Per *Changsha*, to-day, the 15th inst., at 5.00 P.M.

For Amoy and Manila.—Per *Nanzing*, on Monday, the 17th inst., at 11.30 A.M.

For Straits and London.—Per *Brindisi*, on Monday, the 17th inst., at 2.30 P.M.

For Straits and Calcutta.—Per *Moray*, on Tuesday, the 18th inst., at 11.30 A.M.

For Straits and Bombay.—Per *Khiva*, on Tuesday, the 18th inst., at 11.30 A.M.

For Nagasaki, Kobe, and Yokohama.—Per *Verona*, on Tuesday, the 18th inst., at 11.30 A.M.

For Singapore, Havre, and Hamburg.—Per *Daphne*, on Tuesday, the 18th inst., at 3.30 P.M.

HOURS OF CLOSING THE ENGLISH AND FRENCH MAILS.

When the Packets leave at Noon.

The following hours will be observed in closing the mails for Europe, &c. by the English and French Packets, when they leave at NOON. The Money Order Office will be closed at 5 P.M. the day before.

8.00 A.M.—Posting of Prices Current and Circulars ceases.

(Prices Current and Circulars may however be posted up to 10 o'clock if they are tied in bundles, country by country, with the addresses all one way.)

10.00 A.M.—Registry ceases.

10.30 A.M.—Posting of newspapers, books, and patterns ceases.

11.00 A.M.—Mail closes.

LATE LETTERS may be posted (from 11.10 A.M.) *with 10 cents late fee* up to 11.30 A.M. after which hour they may be sent on board this the same late fee

SHIPPING IN PORT.

SHIPPING IN HONGKONG HARBOUR.

HONGKONG.

STEAMERS.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Abyssinia	June 9	Lee	Brit. str	2346	Adamson, Bell & Co	Vancouver
Activa	June 12	Johannsen	Ger. str	389	Wieler & Co	
Aglaia	June 12	Christiansen	Ger. str	1666	Siemssen & Co	Yokohama
Airlie	June 9	Ellis	Brit. str	1492	Russell & Co	
Alwine	June 13	Bendixen	Ger. str	400	Chinese	
Amigo	June 9	Bruhn	Ger. str	771	Butterfield & Swire	
Arratoon Apcar	June 4	Olifent	Brit. str	1392	D. Sassoon, Sons & Co	Calcutta
Asazno	June 13	Treant	Jap. str	1568	Mitsui Bishi Colliery	
Avocbil	June 5	J. B. Smith	Brit. str	1034	Morris & Ray	
Benarty	June 8	Bontillier	Brit. str	1119	Gibb, Livingston & Co	
Camelot	June 2	Murphy	Brit. str	370	Jardine, Matheson & Co	
Changsha	June 10	Williams	Brit. str	1464	Butterfield & Swire	Australia
Ching.e	June 10	Hunt	Brit. str	1259	Butterfield & Swire	
City of N. York	June 14	Searle	Amr. str	30.9	P. M. S. S. Co	
Daphne	June 14	Voss	Ger. str	1570	Siemssen & Co	
Else	June 6	Jebsen	Ger. str	747	Melchers & Co	
Falkenburg	June 13	Bartels	Ger. str	988	Melchers & Co	
Fatshan	June 15	S. W. Goggin	Brit. str	1425	H. C. & M. Steamboat Co	Canton
Frejr	June 11	Lund	Dan. str	419	Arnhold, Karberg & Co	
Gaelic	June 2	W. G. Pearne	Brit. str	4205	O. & O. S. N. Co	S. Francisco
Goalpara	June 9	Russell	Brit. str	1255	Jardine, Matheson & Co	
Guthrie	June 7	S. C. Green	Brit. str	1467	Russell & Co	
Haitan	June 14	Pocock	Brit. str	1183	Douglas Lapraik & Co	
Hankow	—	Lloyd	Brit. str	2235	Butterfield & Swire	Canton
Honam	—	. B. Lefavour	Brit. str	1344	H. C. & M. Steamboat Co	Canton
Ingraban	June 14	Massmann	Ger. str	894	Wieler & Co	
Kiukiang	—	W. E. Clarke	Brit. str	1061	H. C. & M. Steamboat Co	Macao
Kiung-chow	—	W. S. McIver	Brit. str	288	H. C. & M. Steamboat Co	
McBeth	June 8	Kurath	Brit. str	623	Adamson, Bell & Co	Kobe
Merionethshire	June 14	R. Dowling	Brit. str	1245	Adamson, Bell & Co	
Moray	June 12	Duncan	Brit. str	141.	Jardine, Matheson & Co	Calcutta
Nanzing	June 14	R. Talbot	Brit. str	808	Jardine, Matheson & Co	
N. Le Havre	June 10	Jaffry	Fr. str	1182	A. R. Marty	Kobe
Pasig	—	—	Brit. str	284	Chinese	
P. C. C. Kiao	June 9	Benson	Brit. str	1011	Yuen Fat Hong	Bangkok
Pilot Fish	—	Stopani	Brit. str	117	H. & W. Dock Co	
Port Augusta	June 11	H. E. Draper	Brit. str	1856	Adamson, Bell & Co	
Powan	—	J. P. Hoyland	Brit. str	1842	H. C. & M. Steamboat Co	Canton
Propontis	June 10	G. Hessey	Brit. str	1387	Geo. R. Stevens & Co	
Rohilla	June 14	Horne	Brit. str	2174	P. & O. S. N. Co	Europe
Soochow	June 14	T. Rowin	Brit. str	327	Chinese	
Tiverton	June 11	Whitehead	Brit. str	1743	Adamson, Bell & Co	
Velox	June 14	Wulff	Ger. str	636	Ed. Schellhass & Co	
Verona	June 12	Speck	Brit. str	1576	P. & O. S. N. Co	
Whampoa	June 12	Hughes	Brit. str	1109	Butterfield & Swire	N. Zealand

SAILING VESSELS.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Agenor	May 25	Frost	Amr. sh	1414	Pustau & Co	New York
Alex. Yeats	June 2	Dunham	Brit. sh	1589	Order	
Aron	May 17	Christensen	Nor. bk	634	Order	
Australia	June 11	Wm. Harris	Brit. bk	919	Melchers & Co	
Bengale	May 22	Scott	Fren. bk	544	Melchers & Co	
Constance	June 7	P. R. Tingley	Brit. sh	1592	Order	
Dorothea	May 2	Moeller	Ger. bk	620	Siemssen & Co	
Escort	June 7	Waterhouse	Amr. bk	686	Master	
Fuhchow	June 7	E. Sequeira	Siam. bg	300	Chinese	
Geo. E. Jordan	May 29	Lynam	Am. sch	662	Carlowitz & Co	New York
Great Admiral	April 20	J. F. Rowell	Amr. sh	1495	Melchers & Co	S. Francisco
Helgerda	May 21	Hayden	Brit. sh	1028	Siemssen & Co	New York
H. E. Tapley	Mar. 20	McConnachy	Brit. bk		Gibb, Livingston & Co	
Iton	June 7	Regnier	Fren. bk	542	Melchers & Co	
Jas. G. Bain	April 22	McNutt	Brit. bk	59.	Carlowitz & Co	New York
Josephus	June 13	Rogers	Amr. sh	1597	Butterfield & Swire	
Kalakaua	April 15	John Duncan	Haw. bk	382	Jardine, Matheson & Co	
Laugh. Wave	June 2	Alf. Rickers	Brit. bg	161	Siemssen & Co	
Mabel Tayler	June 2	C. E. Dusha	Brit. sh	1298	Siemssen & Co	New York
Martha	May 5	Cooke	Brit. bk	552	Ed. Schellhass & Co	
Martha Davis	June 13	Pendleton	Amr. bk	832	Russell & Co	
Narwhal	June 4	Weston	Brit. sh	1327	Carlowitz & Co	New York
Oscar Mooyer	June 14	Boysen	Ger. bk	360	Malcampo & Co	
Papa	April 29	C. L. Henne	Ger. bk	748	Pustau & Co	Hamburg
Rich. Parsons	June 7	Thorndike	Amr. bk	1116	Wieler & Co	
Satsuma	June 12	Suenson	Brit. bk	364	Nils Moller	
Southern Cross	May 13	J. A. Bailey	Amr. sh	1087	Russell & Co	New York
Spinaway	June 2	J. Garrick	Brit. sch	3.5	Siemssen & Co	
S. Wm. Wallace	June 2	J. . Brown	Brit. bk	968	Wieler & Co	
Titan	April 12	Allyn	Amr. sh	1100	Carlowitz & Co	New York
Velocity	May 20	R. Martin	Brit. bk	491	Pustau & Co	

SHIPPING IN CHINA WATERS.

MACAO.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Kiang-ping	—	Holmes	Chi. str	860	C. M. S. N. Co	
Recorder	May 28	J. H. Dutton	Brit. str	—	Order	
White Cloud	—	W. J. Risby	Brit. str	652	H. C. & M. Steamboat Co	Canton

WHAMPOA.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Fushun	June 10	Croad	Chi. str	1533	C. M. S. N. Co	
Yangtsze	June 13	Tonningsen	Ger. str	814	Siemssen & Co	

CANTON.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Ch'ron Kamrye	—	Krag	Siam. bk	419	Chinese	
Colombo	June 10	Griff	Chi. bk	636	Order	
Diamond City	July 10	F. Suss	Siam. bk	261	Yuen Fat Hong	
Falcon	—	Jorgenson	Siam. bk	359	Chinese	
Hei Cheong	Sept. 4	Thomsen	Brit. bk	325	Chinese	
Montiara	Oct. 21	Otto Kessler	Ger. sch	75	Russell & Co	
Rapid	June 11	Steinbring	Siam. bk	429	Chinese	
Young Siam		Brock	Siam. bk	780	Chinese	

SWATOW.
IN PORT ON 4TH JUNE, 1889.
STEAMERS.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Chi-yuen		Null	Chi. str	1347	C. M. S. N. Co	
Kutsang		Young	Brit. str	1495	Jardine, Matheson & Co	
Sungkiang		Glasson	Brit. str	994	Butterfield & Swire	

AMOY.
IN PORT ON 5TH JUNE, 1889.
STEAMER.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Taichiow	June 3	J. A. Morris	Brit. str	862	Kung P. Chun & Co	

SAILING VESSELS.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Anna Bertha	May 19	Nielson	Ger. bk	469	Pasedag & Co	
Archos	May 20	Engelson	Ger. bk	449	Pasedag & Co	

FOOCHOW.
IN PORT ON 1ST JUNE, 1889.
STEAMER.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Glenogle	May 2.	W. E. Duke	Brit. str	2000	Jardine, Matheson & Co	

SAILING VESSELS.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Charley	May 27	Cebrk	Brit. bk	360	Master	
G. H. Wappaus	May 26	Hansen	Brit. bk	533	Master	
Hedvig	May 27	Soderman	Brit. bk	375	Chinese	

SHANGHAI.
IN PORT ON 5TH JUNE, 1889.
STEAMERS (EXCLUSIVE OF RIVER CRAFT)

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Aberdeen	May 28	Chas. Taylor	Brit. str	2.17	Adamson, Bell & Co	
Brindisi	May 29	Jacque	Brit. str	2129	P. & O. S. N. Co	
Cito	June 4	Ledop	Ger. str	885	Hopkins, Dunn & Co	
Chintung	May 30	Winsor	Chi. str	835	C. M. S. N. Co	
Duke of B'ham	May 29	Ford	Brit. str	2020	Order	
Glenorchy	June 4	Ferguson	Brit. str	1801	Jardine, Matheson & Co	
Kiang-ping	May 26		Chi. str	942	C. M. S. N. Co	
Kiang-tung	April 29	—	Chi. str	840	C. M. S. N. Co	
Kuling	April 24	Johnson	Brit. str	904	Gibb, Livingston & Co	
Kung Wo	April 30	Knudsen	Brit. str	600	Jardine, Matheson & Co	
M. Lebanon	June 4	Elliott	Brit. str	1555	Butterfield & Swire	
Oopack	June 1	Jaques	Brit. str	1729	W. A. Gulland	
Oxus	May 31	Guirand	Fr. str	2374	Messageries Maritimes	
Pao Hua	June 4	Place	Brit. str	295	Buchheister & Co	
Poochi	May 10	Freiberg	Chi. str	544	C. M. S. N. Co	
Robilla	May 31	M. de Horne	Brit. str	2174	P. & O. S. N. Co	
Smith	May 20	Jordan	Chi. str	704	Melchers & Co	
Store Nordiske	May 7	Stenson	Dan. str	595	G. N. Telegraph Co	
Tamsui	June 4	Williams	Brit. str	919	Butterfield & Swire	
Telemachus	May 31	H. Jones	Brit. str	1150	Butterfield & Swire	
W. C. de Vries	June .	Smith	Brit. str	669	Mcbain	
Yokohama M.	June 4	Swain	Jap. str	2505	Nippon Yusen Kaishia	
Yuen Wo	June 3	Flagg	Brit. str	1331	Jardine, Matheson & Co	

SAILING VESSEL.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
A. W. Weston	May 11	Weston	Amr. bk	703	Morris & Co	

TIENTSIN.
IN PORT ON 25TH MAY, 1889.
STEAMERS.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Chintung	May 24	Winsor	Chi. str	835	C. M. S. N. Co	
Devonshire	May 23	A. Purvis	Brit. str	1515	French Syndicate	
Hai-ting	May 24	Patterson	Chi. str	1009	C. M. N. S. Co	
Kowshing	May 24	Galbernie	Brit. str	1355	E. Cousins	
Tsuruga-maru	May 21	Thomson	Jap. str	601	Wm. Forbes & Co	
Wenchow	May 24	Binns	Brit. str	560	Butterfield & Swire	

SAILING VESSEL.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Cygnet	May 18	Mackenzie	Brit. bk	405	Poles	

SHIPPING IN JAPANESE WATERS.

NAGASAKI.
IN PORT ON 29TH MAY, 1889.
STEAMERS.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS	CONSIGNEES.	DESTINATION.
August	May 28	Isberg	Nor. str	1246	M. B. Colliery	
Oopack	May 28	J. C. Jaquet	Brit. str	1729	Holme, Ringer & Co	
Tokio-maru	May 27	Wynn	Jap. str	2130	Nippon Yusen Kaishia	
Toyoshima	Jan. 30	Kasuga	Jap. str	597	Nippon Yusen Kaishia	
Wismar	May 28	Garonitzk	Ger. str	556	Holme, Ringer & Co	
Yechigo Maru	May 26	Okuma	Jap. str	751	Nippon Yusen Kaishia	

SAILING VESSEL.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS	CONSIGNEES.	DESTINATION.
Kosaki-maru	—	Christenson	Barge	400	Nippon Yusen Kaishia	

KOBE.
IN PORT ON JUNE, 5TH, 1889.
STEAMERS.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS	CONSIGNEES.	DESTINATION.
Daphne	June 3	Voss	Ger. str	1395	Simon Evers & Co	
Kashgar	June 4	Gadd	Brit. str	1555	P. & O. S. N. Co	
Lennox	June 3	John Thearle	Brit. str	1327	Adamson, Bell & Co.	
Omi-maru	June 2	Conner	Jap. str	1512	Nippon Yusen Kaishia	
Pembrokeshire	May 31	Williams	Brit. str	2637	Adamson, Bell & Co	
Tsuruga-maru	June 4	Thomsen	Jap. str	580	Nippon Yusen Kaishia	

SAILING VESSEL.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS	CONSIGNEES.	DESTINATION.
Eclipse	April 22	Shillaber	Amr. sh	1536	R. Isaacs & Brother	

YOKOHAMA.
IN PORT ON 3RD JUNE, 1889.
STEAMERS.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS	CONSIGNEES.	DESTINATION.
Daphne	May 28	F. Voss	Ger. str	1700	Simon, Evers & Co	
Glenfruin	May 26	Norman	Brit. str	1936	Jardine, Matheson & Co	
Glenshiel	May 24	Donaldson	Brit. str	2240	Jardine, Matheson & Co	
Khiva	May 29	Ed. Crewe	Brit. str	1.52	P. & O. S. N. Co	
Melbourne	May 31	Vimont	Fr. str	2567	Messageries Maritimes	
M'mouthshire	June 3	Cuming	Brit. str	1870	Adamson, Bell & Co	
Parthia	June 3	Wallace	Brit. str	2035	Frazar & Co	
Verona	May 31	Speck	Brit. str	1576	P. & O. S. N. Co	

SAILING VESSELS.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS	CONSIGNEES.	DESTINATION.
Arctic	Nov. 16	Pyne	Brit. sch	60	Master	
F. Pendleton	May 8	Nichols	Amr. sh	1351	Smith, Baker & Co	
Fred. B. Taylor		Tilley	Brit. sh			
Lucy A. Nickels	April 1	Nickels	Amr. sh	1329	R. Isaac & Bros.	
Nancy P'dleton	May 14	Pendleton	Amr. sh	1335	Fraser, Farley & Co	
Rose	Nov. 15	F. Brassey	Brit. sch	51	R. Clark	
Theresa	May 26	W. Muller	Brit. bk	391	Chinese	

SHIPPING IN SOUTHERN PORTS.

MANILA.
IN PORT ON 31ST MAY, 1889.
STEAMERS.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Duburg	May 27	Bertelsen	Ger. str	1097	Ong. Cupin Bros.	
Espana	May 22	Zavala	Span. str	593	F. L. Roxas	
Florida	May 21	Beard	Brit. str	2044	Smith, Bell & Co	
Loreto	May 29	Ajubita	Span. str	536	B. G. Tan Auco	
Monarch	May 25	Thompson	Brit. str	1521	W. F. Stevenson & Co	
Mount Olivet	May 26	Wilson	Brit. str	1689	W. F. Stevenson & Co	
Reliva	April 11	Johannsen	Ger. str	889	Lim-pong	
Salvadora	May 2	Conte	Span. str	688	F. L. Roxas	
Sarthe	April 5	Lehnede	Fr. str	470	Macleod & Co	
Visayas	Feb. 18	Urquiga	Span. str	406	B. G. Tan-Auco	

SAILING VESSELS.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Chily	April 26	Sagstrom	Swd. bk	712	Smith, Bell & Co	
Columbus	April 11	S. vermiler	Ger. sh	1731	Smith, Bell & Co	
Emilie L. Boyd	May 8	Killam	Brit. bk	1241	Macleod & Co	
Felipe	April 1	Bertolett	Ital. bk	749	Holbmann & Co	
G. W. Wolf	May 13	Stevenson	Brit. sh	1668	Ker & Co	
J. D. Brewer	Mar. 3	Josselyn	Amr. bk	9.6	Smith, Bell & Co	
Jupiter	May 8	Bjarke	Swd. bk	727	Ker & Co	
Kate F. Troop	Mar. 19	Banks	Brit. bk		W. F. Stevenson & Co	
Kenia	May 1	Reynolds	Amr. bk	1135	Order	
Landseer	Feb. 16	Smith	Amr. sh	1347	W. F. Stevenson & Co	
Lusitor	April 29	Macleod	Brit. bk	811	Macleod & Co	
Mabel Bay	April 21	McPhil	Brit. sh	1117	W. F. Stevenson & Co	
North. Empire	Feb. 12	Knowlton	Brit. bk	950	W. F. Stevenson & Co	
Patrician	May 12	Hemy	Amr. sh	1213	F. Richardson & Co	
Royal Alex.	April 22	Jones	Brit. bk	988	W. F. Stevenson & Co	
S. H. Dickerson	Mar. 19	Eaton	Amr. bk		W. F. Stevenson & Co	
Tanjore	May 1	Ritchie	Brit. bk	915	W. F. Stevenson & Co	
Western Belle	Mar. 20	Putman	Amr. bk	1084	Holliday, Wise & Co	
Winnstay	May 24	Bryde	Brit. sh	1661	Smith, Bell & Co	

HAIPHONG.
IN PORT ON 6TH JUNE, 1889.
STEAMER.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
.uang-nam	May 13	X.	Fr. str	98	Wing-fat-cheong	

BANGKOK.
IN PORT ON 25TH MAY, 1889.
SAILING VESSELS.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
.arcline	Dec. 2	Sequeira	Siam. sch	338	Chinese	
.entaur	April 5	Christiansen	Ger. bk	469	Shaw and Chalant	
Dr..ning Sofia	April 18	Bayessen	Swd. bk	648	A. Markwald & Co	
.ortune	Jan. 2	Sederstrom	Brit. bk	447	Tit Guan	
..lah	Jan. 27	Millington	Siam. bk	542	Chesue Soon	
.ermann	May 17	Wittenberg	Ger. sh	1820	Jucker, Sigg & Co	
.ochian	April 14	Native	Siam. lug	250	Ho Suan	
John Hamnet	April 16	Button	Ital. bk	639	A. Markwald & Co	
Kilbrannan	May 7	McCallum	Brit. sh	1600	A. Markwald & Co	
Lady Gertrude	May 14	Mutch	Brit. bk	489	B. B. Trading Co. Corp.	
Long Hin	May 12	Campos	Siam. bg	154	Chinese	
M. Trockerman	April 14	Evers	Ger. bk	4.8	Jucker, Sigg & Co	
Ortelius	April 2	Jansonnis	Dut. bk		Borneo Co., Limited	
Queen of E'land	April 14	Spencer	Siam. bk	562	Poh Chin Soo	
Siam	April 14	Lange	Siam. bg	294	Ho Suan	
W. Le Lacheur		Warne	Brit. bk	573	Order	

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

NAME.	RIG.	GUNS.	H.P.	CAPTAIN.	WHERE AT
Alacrity	d.-s. steel despatch boat	4	3180	Com. R. B. Maconochie	Kobe
Cockchafer	gunboat	4	470	Lt.-Com. E. E. Maxwell	Hongkong
Conquest	corvette	14	2670	Capt. W. H. Henderson	Hongkong
Cordelia	corvette	10	.420	Captain H. T. Grenfell	Yokohama
Esk	double-screw gunboat	3	340	In reserve	Hongkong
Espoir	gunboat	4	455	Lt.-Com. R. T. Smith	Shanghai
Firebrand	composite gunboat	4	406	Lieut.-Com. Denison	Shanghai
Hyacinth	cruiser	8	1190	Capt. R. W. Craigie	Hongkong
Imperieuse	double-screw iron frigate	10	1000	Capt. Wm. H. May	Kobe
Leander	cruiser	10	5000	Capt. Burges Watson	Hongkong
Linnet	gunboat	3	1050	Com. P. H. Smythes	Singapore
Merlin	composite gunboat	4	450	Lt.-Com. G. H. Tonge	Chinkiang
Mutine	composite sloop	10	1120	Com. J. H. Martin	Hongkong
Orion	armour-plated ship	4	4040	Captain H. J. Carr	Singapore
Porpoise	steel torpedo cruiser	6	5500	Com. R. W. White	Chefoo
Rambler	composite gun-vessel	3	670	Com. L. S. Dechain	Cruising
Rattler	composite gunboat	6	1200	Lt. Maitland-Dougall	Kobe
Satellite	corvette	8	1400	Capt. T. W. P. Nesham	Shanghai
Severn	cruiser	12	6000	Capt. W. H. Hall	Hongkong
Solent	torpedo mining launch	—	—	—	Hongkong
Swift	double-screw gun-vessel	2	1010	Com. Hon. R. Bingham	Shanghai
Tweed	double-screw gun-vessel	3	540	In reserve	Hongkong
V. Emanuel	receiving ship	10	—	Commodore E. J. Church	Hongkong
Wanderer	composite sloop	3	750	Com. G. A. Giffard	Hongkong
Wivern	turret ironclad	4	1450	In reserve	Hongkong

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

NAME.	FLAG.	GUNS.	H.P.	CAPTAIN.	WHERE AT.
Marion	American corvette	8	1170	Capt. N. M. Dyer	Nagasaki
Omaha	American corvette	12	1150	Capt. F. V. McNair	Yokohama
Palos	American gunboat	6	500	Lieut.-Com. J. E. Craig	Chemulpo
Monocacy	American gun vessel	6	—		Yokohama
Aspic	French gunboat	4	—	Captain Malapert	Shanghai
Chasseur	French gunboat	—	—	Capt. Bugard	Hongkong
Comete	French gunboat	—	—	Lieut. Martel	Haiphong
Lutin	French gunboat	—	—	Commander Neuny	Haiphong
Parseval	French cruiser	—	—	Captain Fourest	Japan
Pluvier	French gunboat	—	—	Captain Foret	Haiphong
Turenne	French frigate	—	—	Captain Juge	Saigon
Villars	French cruiser	—	—	Captain Mayet	Kelung
Vipère	French gunboat	4	100	Capt. Goudat	Ichang
Iltis	German gunboat	4	340	Lieut.-Com. von Eichstedt	Japan
Wolf	German gunboat	2	340	Lieut.-Com. Credner	Canton
Rio Lima	Portuguese gunboat	3	100	Com. J. R. Santa Barbara	Macao
Tejo	Portuguese gunboat	—	—	Captain Caminha	Macao
Ad. Nachimoff	Russian cruiser	20	—	Captain Delinon	Vladivostock
Bobre	Russian cruiser	15	1100	Capt. Menschikoff	Chemulpo
Koreyets	Russian gunboat	—	—	Captain Ostelstsky	Nagasaki
Mandjur	Russian cruiser	—	—	Capt. Tchouknin	Vladivostock
Naiyesdnik	Russian cruiser	9	253	Captain Zarine	Yokohama
Razboinick	Russian corvette	—	—	Captain Wulf	Vladivostock
Sievoutch	Russian cruiser	13	—	Captain Euriof	Vladivostock
Sorioutk	Russian gunboat	9	—	Commander Molchonsky	Vladivostock
Aragon	Spanish cruiser	14	2600	Capt. D. E. Zuluaga	Hongkong

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HONGKONG, SATURDAY, JUNE 15TH, 1889.

THE HONGKONG SANITARY BOARD.

I.

The Hongkong Sanitary Board to-day [10th June] completes the first year of its existence. The time is not an inappropriate one to ask whether it has proved a success or the reverse. That it has disappointed some of the expectations formed of it may be at once admitted. The amount of talk to the amount of work has been in the proportion of FALSTAFF's intolerable deal of sack to a half-pennyworth of bread, and the tone which has pervaded the discussions has not always been such as to command public respect. For this state of things perhaps Mr. FRANCIS is more responsible than any other member. The learned Queen's Counsel, emulating the notorious Dr. TANNER, has been prodigal of insult and invective, and has, we fear, done more harm than good to the cause of popular rights. Writing on the subject of the election twelve months ago we said—"Mr. FRANCIS's legal knowledge, his skill in debate, his long and intimate acquaintance with the colony, his knowledge of the social condition of all sections of the population, give him qualifications for the position that can be equalled by few." We still entertain the same opinion of the learned gentleman's intellectual abilities, and his intentions are no doubt excellent, but his method is undoubtedly bad. At the last meeting of the Board we find Mr. FRANCIS insulting the official members by telling them they would vote according to orders and not according to conscience. The remark was totally uncalled for, and was, we hope and believe, entirely without foundation in fact. In the Legislative Council the official members are expected to give their votes with the Government; if their conscience will not allow them to do so they have the alternative of resignation. There is nothing analogous to this in the Sanitary Board. So far no instructions have been given to the official members that they are expected to vote in any particular manner, and any Governor who visited with his disfavour an official member of the Sanitary Board for a vote honestly recorded in accordance with his conscience would prove himself deserving of the execration of all honest men. In questions of politics, such as are dealt with by the Legislative Council, it is to a certain extent necessary that the official members should subordinate their individual opinions to the policy of the Government, for without a working majority in the Legislative Council the Governor would be unable to carry on his administration. We may not like Government by officials, but we have to reconcile ourselves to it as one of the conditions of life in a Crown Colony, where representative Government is impossible. In the Sanitary Board, however, the circumstances are entirely different, and each member, whether official or unofficial, is expected to give his vote for what to him seems most conducive to the public health. In the particular subject on which Mr. FRANCIS's ire was kindled at the last meeting there could certainly not be the shadow of a suggestion that an official could even curry favour by voting in a particular way, much less incur censure by voting in the opposite direction. The Board had recommended the purchase of a destructor for the disposal of the city refuse. Subsequently, on the return of Mr. MCCALLUM, the Sanitary Superintendent, from leave of absence, the matter was referred to him by the Governor for report, he having made a close study of the sanitary arrangements of towns in England and America during his absence. Mr. MCCALLUM recommended that instead of the refuse being disposed of by the destructor process it should be dumped in a bay at Kowloon, which would in process of time be reclaimed by the deposits of the rubbish. On Mr. MCCALLUM's report going up to the Governor, His Excellency in the first instance took the same view as Mr. FRANCIS and his friends, namely, that the deposit of rubbish in the bay suggested would cause a nuisance, but he seems to have been converted to the opposite opinion by a further report by Mr. MCCALLUM and another by a committee of officials appointed to examine the site. The papers were then returned to the Sanitary Board with the intimation that the Government proposed to act on Mr. MCCALLUM's suggestion unless the Board had any objection to offer. We presume not even Mr. FRANCIS would in sober earnest impute to His Excellency any desire deliberately to inflict a dangerous nuisance on the community, or to do anything but adopt the system which, taking all the circumstances into consideration, seemed to best serve the public interest. And it must be admitted that so far the advocates of the dumping system have the best of the argument on paper. Mr. FRANCIS, instead of trying to meet these arguments, goes almost entirely upon the ground that the Board, having recommended a destructor, will stultify itself if it alters that recommendation—whether right or wrong the Board must stick to its first decision. The subject is much too important a one to be treated in this way. The city of Manchester, portions of London, and other places in England are to-day suffering severely from the effects of rubbish having been dumped many years ago on land which has since been built over. Nothing of the kind must be allowed in Hongkong, not even in an experimental way in a secluded bay at Kowloon. In a quarter of a century Kowloon will probably be thickly populated, and we have no right to sow the seeds of poison for future generations to breathe, nor even for the much despised squatter of the present. Those who favour the dumping process will, however, be more readily influenced by an appeal to their reason by solid argument than by throwing aspersions on their honesty.

Notwithstanding Mr. FRANCIS and his methods, however, we cannot pronounce the Sanitary Board a failure. On the contrary, it has done much to quicken the interest of the ratepayers in municipal affairs; and it is paving the way, not so well as we hoped it would, but still in a fashion paving the way for a Municipal Council. At present the functions of the Board are only to a slight degree executive; it has not even control over its own officers; it is chiefly a consultative body, whose opinion is solicited by the Government from time to time, or may be offered without solicitation. To offer good advice is something, and the Board has an opportunity of proving its practical utility by preventing the inauguration of the system of dumping decaying vegetable and animal matter in the manner proposed—a system which, if there had been no Sanitary Board in existence, would probably have been adopted, in all good faith and with the best intentions, simply for want of sufficient ventilation of the subject. The Sanitary Board has also done good in ventilating the question of the water supply, in urging the erection of an infectious diseases hospital, and in promoting the discussion of questions of health generally. It was, perhaps, inevitable that at first there should be a good deal of playing at sixes and sevens in a newly constituted body like the Sanitary Board, with a circumscribed but ill-defined sphere of action and an indeterminate authority, but we have every confidence that now the ground has been broken the Board will do good work in the interests of the public health; also that in course of time it will develop into a full blown Municipal Council. Already it has been found that the Public Health Act will require amendment. In its recommendations to the Government on this subject we hope the Board will insist strongly on the importance of enlarging the representative element by increasing the number of elected members. All the unofficial members of the Board except the Chinese representatives should be elected by the ratepayers, instead of, as at present, only two being so elected and the others appointed by the Governor.

II.

In our issue of the 11th inst. we published an interesting and useful letter by Mr. J. J. FRANCIS, Q.C., on the Sanitary Board. As to Mr. FRANCIS's own conduct as a member of that body, the learned gentleman evidently has the approval of his own conscience, and with that he is no doubt satisfied. In his letter we find much more to agree than to disagree with, and we can only regret that his lack of moderation and fairness should nullify, to so large an extent, the great and wholesome influence he might otherwise wield for the furtherance of popular rights and free government. In his letter published yesterday he commences by pronouncing the Sanitary Board "a most miserable failure" and is "sorry to have to add that it was intended by the Government from the first day of its existence that it should not turn out a success." Is this fair, or in accordance with fact? The Government often reminds us of a donkey that won't go without a great deal of urging, but we do not think black duplicity is one of its leading characteristics. It was not until after long agitation that the Government was induced to make such a concession of the principle of representative government as is involved in the inclusion of two elected representatives of the ratepayers on the Sanitary Board, but when at length the concession was made, we believe it was with the honest desire and in the honest belief that it would prove a benefit to the Colony. The reconstituted Sanitary Board was certainly a step in advance of what had existed before. Until within recent years there had been no Sanitary authority at all except the Government itself. Then the first Sanitary Board was constituted, a body with no legal status, holding its meetings in private, and possessing no real authority, but which was nevertheless of some use as a consultative body. The old Sanitary Board, or the unofficial members of it, were naturally enough dissatisfied with the constitution under which they worked, and urged upon the Government the importance of introducing the elective element and of the meetings being held with open doors. The name recommended, as stated by the Hon. A. P. MACEWEN in the Legislative Council, was the "Municipal Sanitary Board," and it was thoroughly understood on the unofficial side that the ultimate goal was to be a Municipal Council. The Government, however, was not willing to concede everything at once. The Public Health Bill was brought forward, and amongst other things it established the Sanitary Board and provided that two only of its members should be elected by the ratepayers. Mr. FRANCIS says:—"'Give it rope enough and it will hang itself' was the principle on which, twelve months ago to-day, it" [the Sanitary Board] "was allowed to start into existence, and on that principle it has been allowed to carry on ever since. It has had rope enough in all conscience, and the sooner now it is executed, cut down, and buried out of sight the better." Has it ever occurred to the learned Queen's Counsel that the Board might do something better with the rope than to hang itself therewith—even granting, which we do not, that that was the purpose for which it was given. It is true the Board has very little freedom of action. It has no funds, its authority over its own officers is limited, and it has little power to enforce its decisions. We agree with Mr. FRANCIS that if there is to be a Sanitary Authority or a Municipal Council it ought to be free and independent in the exercise of whatever powers may be intrusted to it, it ought to have funds of its own and officers of its own with which to do its work, it ought not to be hampered with Government officials. But how is this to be attained, if attained it can be? Chiefly, we think, by the efforts of the un-official members of the Sanitary Board. If they fail us, then the cause will be greatly damaged if not irretrievably lost. It is no use losing temper and exclaiming at every difficulty "the sooner the Sanitary Board is abolished the better." The Sanitary Board is not in itself bad for a beginning; no one ever pretended to look on it as anything more than a beginning. As the English village, when it develops into a town, gets its Local Board, and after that, if it continues to progress, its Municipal Council, so may we hope that Hongkong will see its Sanitary Board develop into a more representative body with larger powers. Mr. FRANCIS at the close of his letter makes a half promise to "return again to the past history of the Sanitary Board and make some suggestions for its improvement." We hope the learned gentleman will carry out this idea, for no one is more competent to deal with the subject, and the discussion could not fail to achieve great good. Of Mr. FRANCIS's clear and forcible way of putting things, we have specimens in portions of his published letter. The learned gentleman has in fact all the qualifications which should point him out as the leading representative man of the colony, except that the moment he becomes heated in debate—and it requires little to heat him—he allows impulse to override reason and commences head-breaking, so to speak, where there is no occasion for anything of the kind. When he meets with a difficulty on the Sanitary Board, instead of trying to overcome it, or to take measures to avoid its recurrence, he wants to kick the whole thing over. The fact that the officers are not responsible to the Board is a palpable defect in the working of the present system, but instead of saying unpleasant things of or to the officers, why does not Mr. FRANCIS submit a resolution to the Board recommending to the Government that the Board should have full control in this matter? In reference to money matters also similar action would be useful. The Government might not be willing to transfer any portion of the rating power to the Board, but it might place specified amounts at the Board's disposal, in somewhat the same way that the precepts of School Boards in England are honoured by the rating authorities. We do not suppose the Government would be found willing to do this at the first, nor yet at the second time of asking, but it would in the long run yield to legitimate agitation. Having obtained the right to spend money, the Board might then begin to agitate for the right to fix the municipal rates. While never losing sight of the ultimate goal, we must be content to proceed towards it step by step, and the elected members of the Sanitary Board are the men who ought to guide the movement. Why does not Mr. FRANCIS put the gist of his letter in the form of a resolution and have the whole question thoroughly debated by the Sanitary Board itself, repeating the process from time to time until his purpose is accomplished? Reform was debated in the House of Commons over and over again before the Reform Bill was finally passed.

III.

The letter of "Old Shanghai," published elsewhere, is a valuable contribution to the discussion on the constitution of the Hongkong Sanitary Board. We do not recall that Mr. FRANCIS made any mention of the Municipal Council of the Model Settlement, as our correspondent assumes, but that in no way detracts from the value of the opinions and statement of facts advanced in the letter. Possibly what was running in our correspondent's mind was the remark in Mr. NORMAN's letter to the effect that Shanghai was one of the best governed places municipally he had ever seen. The talented Commissioner of the *Pall Mall Gazette* will, we think, scarcely venture to make a similar remark about Hongkong. We look to the Sanitary Board to improve matters. If the Shanghai Municipal Council succeeded in accomplishing so much simply by moral force and without any real power to enforce their views, is it too much to expect that the Hongkong Sanitary Board could accomplish something by the same means? If the unofficial members are determined to show that the Board is a failure, they can of course do so by making it a failure, but with fair play there is no reason why it should not prove a success, as indeed it has to a certain extent done already. "Old Shanghai" says the Shanghai Municipal Council had twenty Governors to deal with instead of one, and those twenty acting very much in accordance with their own sweet will. The published minutes of the Shanghai Municipal Council even at the present day show that it is sometimes necessary to carry on a long correspondence with the Consuls, or through them with the Chinese authorities, before the Council can have effect given to its views, and we fail to see why the members of the Hongkong Sanitary Board should grow indignant because the Government ventures to reply to their recommendations before acting upon them. In the particular instance which gave rise to Mr. FRANCIS's wrath, the Governor had received advice from another quarter than the Board, in reference to the disposal of town refuse, and intimated that he would act upon this later advice unless the Board had objections to urge. Thereupon the Board may, and naturally will, urge its objections, and we hope will carry its point. The destructor will in due time be purchased and brought into operation, and it will work none the worse because the Sanitary Board had to correspond with the Government in order to secure it instead of purchasing it by its own authority. The fact that the way by which a particular end is to be attained seems not so direct as it might be, is no sufficient reason in itself for abandoning the object. The Sanitary Board, having little or no real power, may nevertheless accomplish great things by bringing the force of reason to bear on the Government in support of the measures they may think necessary or proper to urge. As to the official element, while of course we should be glad to see it replaced by the elective element, we cannot recognise that its presence nullifies the usefulness of the Board. An official is not necessarily more stupid than an unofficial member, he is equally concerned in the maintenance of the public health, and the occasions on which his vote would be influenced by his official position are, we think, very rare. Where a matter has been reported on in a certain sense by Government officials, class prejudice may incline him to take the same view, and the unofficial members may be put to the trouble of converting him, but the official would be a very weak minded man who would feel himself under compulsion to vote in a particular direction. Mr. FRANCIS argues that if the officials are bound to vote with the Government in the Legislative Council, they must be equally bound to do so in the Sanitary Board. But the circumstances are entirely different. In the Legislative Council the Government has already decided, before measures are brought forward, that the official members shall support a certain policy. In the Sanitary Board the initiative lies with the Board itself, and the measures embodying the policy of the Board are submitted to the Government for approval or rejection. The officials necessarily under such circumstances possess the same freedom as if they were reporting on a matter which had been referred to their own department. If a matter is referred to the head of a department to report upon, he is not expected to ascertain the Governor's views and report accordingly, nor, if he received a minute to the effect that the Governor intended to take certain action unless the official had objections to urge, would he be expected to refrain from urging objections if he had any to urge. We are not defending the presence of official members on the Sanitary Board; on the contrary, we hope in course of time to see in existence an elective Municipal Council endowed with full control of all municipal affairs; but in the meantime let us not neglect to make the best use we can of the present means we have at our disposal for municipal improvement, simply because those means are not so potent as we would wish. The Sanitary Board, even with its present constitution, has in it the elements of great usefulness; if after all it turns out a failure, the responsibility will rest with the unofficial members.

THE KOWLOON CUSTOMS REPORT.

In the Kowloon Customs report for 1888 the Commissioner alludes to the remark of the British Consul at Canton in his trade report for 1887 to the effect that the transfer of the Native Customs stations around Hongkong to the Foreign Customs meant a serious loss of revenue to the provincial Government and necessitated further local taxes on the already overburdened trade. Mr. MORGAN says he cannot find that Consul ALABASTER adduced any evidence in support of this theory, and he considers it right to state that nothing confirmatory of it has come to his knowledge. The statistics sent with the report, Mr. MORGAN adds, "Contain solid proof of a brisk and expanding junk trade, while during the twelve months no complaints of traders have reached me either as to our system of control at the stations or as to further additional taxation on goods elsewhere." The returns for the first quarter of the present year show that last year's prosperity has continued, the import duty on general cargo collected being Hk. Tls. 34,000 as against Hk. Tls. 28,000 in the corresponding quarter of last year, while at Lappa also there has been an increase from Hk. Tls. 18,000 in the first quarter of last year to Hk. Tls. 21,000 in the quarter ended March 31st last. So far, therefore it is evident that the establishment of the Foreign Customs at our doors has had no prejudicial effect on the junk trade of either Hongkong or the neighbouring Portuguese Colony, but, on the contrary, seems to have fostered it. At Kowloon the increase is chiefly in metals. Nail rod iron has increased from 12,750 piculs to 18,794 piculs, and bar iron from 8,548 piculs to 16,868 piculs. Cotton piece goods show a decrease, the quantity being 24,673 pieces as against 28,826 pieces in the same quarter of last year. At Lappa there has been a slight increase in this class of goods, from 87,163 pieces to 88,471 pieces. Amongst the articles classed as foreign sundries we may note that machinery of the value of Hk. Tls. 69,105 was imported through the Kowloon Customs, a small item, it is true, but one whose appearance in the returns at all is very welcome. Kerosine oil, the import of which for last year showed such a large increase, shows a further increase for the first quarter of the present year over the corresponding quarter of 1888, the figures being 1,106,547 gallons as against 752,149 gallons. At Lappa also 55,395 gallons were imported as against the paltry quantity of 2,415 gallons in the first quarter of 1888. The demand for rice seems to have fallen off, the quantity passing the Kowloon Customs being only 692,119 piculs as against 1,339,349 piculs. At Canton there was a small increase in the import of this article by steamers, the quantity being 405,800 piculs as against 302,190 piculs.

In opium there has been a considerable decrease at all the southern ports and at Kowloon. The deficiencies as compared with the corresponding quarter of 1888 are as follows:—Amoy, 207 piculs; Swatow, 106 piculs; Canton, 592 piculs; Kowloon, 307 piculs; Kiungchow 85 piculs; and Pakhoi [illegible] piculs, giving a total of 1,371 piculs. At Lappa there was a trifling increase of 14 piculs. Taking the whole of the treaty ports there was a deficiency of 3,023 piculs, but the lesser quantity imported in the North is more than balanced by the fact that the quantity in bond at Shanghai declined from 7,610 at the beginning of the quarter to 5,687 at the end. There is no similar explanation of the falling off in the South, and we must either believe, therefore, that consumption has decreased, that native opium is supplanting the foreign import, or that there has been extensive smuggling. The year 1888 showed a considerable increase on 1887 in the import of opium, but it is not likely that large stocks remained at the end of the year or they would have appeared in the returns as in bond. In the Swatow Customs report for last year, Commissioner WOODRUFF says he was informed the supply of native opium in the markets there and inland was not of sufficient importance to affect the trade. In the Canton report Commissioner WHITE says the increased figures for last year "do not necessarily indicate an increased trade, but its better control, possible under existing regulations, which restrict, if they cannot entirely prevent, the extensive illegal trade which the multiplicity of waterways connecting Canton with the coast formerly rendered so difficult of detection and punishment." In Hainan it appears that considerable quantities of opium are imported from Singapore by junk during the south-west monsoon; and in the Pakhoi report it is suggested that some places on the Kwangtung coast which would otherwise be supplied from Pakhoi received opium in the same way. This, however, only applies to the two ports named, and to them only during the summer months. It does not therefore in any degree account for the falling off during the first quarter of the year. Three months is, of course, too short a time to base any general conclusions upon, and the falling off as compared with the total is not so great as to suggest much more than the ordinary variation that must be expected when comparing one quarter with another. We believe, however, that native opium is beginning to compete rather actively with the imported drug in some of the southern markets, although the fact does not seem to have attracted the attention of the Customs authorities. As to smuggling, it no doubt still goes on to some extent. The ingenuity of the smugglers has been exercised since the establishment of the new *régime* in devising means to evade the payment of duty. Mr. MORGAN, in his Kowloon report, speaks of the traffic which sprang up during the latter half of last year in nominally prepared opium, and gives an outline of a case tried in the Supreme Court, in which the claim to have drug in this state of partial preparation considered as "prepared" was disallowed. Mr. MORGAN estimates that 65 piculs a week should be passed at the examination hulk, and says that this average was actually maintained during the first six months of last year. During the first quarter of the present year, however, the average has only been 45 piculs per week. This leaves a pretty good margin for smuggling. Of the quantity of opium clandestinely conveyed out of the colony, a large proportion is brought back as prepared opium and sold [illegible] detriment of the Opium Farmer and, ultimately, to the detriment of the revenue of the colony. The numerous prosecutions in the Police Court for being in possession of opium without a licence show that the drug can be obtained without much difficulty. Mr. MORGAN also points out that there is a very noticeable difference between the number of junks leaving the colony (23,724) and the number entering (16,531) during last year, which he says he may as well confess at once that he is quite at a loss to explain. "Apparently," he says, "junks have a way of getting back into Hongkong without our knowledge which we have yet to discover." What this way may be we are unable to suggest, but the motive in seeking to evade the notice of the Customs is doubtless to be found in the fact that the junks are bringing into the colony opium which has been prepared somewhere on Chinese territory for sale in Hongkong. In theory the Customs and the Imports and Exports office ought to be able to trace every ball or cake of raw opium brought into the colony, but we have heard it hinted that all the opium, especially Persian, is not reported as required by the Ordinance, and that, in order that it may the more easily escape notice, it is not shipped as opium, but is included in packages of goods of other descriptions. When once the opium is brought in without being reported, it must be of course excessively difficult to prevent clandestine dealings in it. It would be impossible under the circumstances of the colony to devise any scheme that should absolutely preclude smuggling into China or the illicit sale of prepared opium in Hongkong itself, but probably the ingenuity of the Customs will prove equal to the task of discovering the particular means of smuggling which during the first three months of the present year have so materially diminished the quantity passing the Kowloon stations.

LABUK PLANTING COMPANY, LIMITED.

The statutory meeting of the above company was held at the Hongkong Hotel on the 11th instant. There were present:—Hon. P. Ryrie (Chairman), Messrs. D. McCulloch, F. Henderson, J. Gomes, W. Fenwick, H. Green, W. H. Gaskell, &c.

The CHAIRMAN said this was merely a formal meeting held in compliance with the terms of the Ordinance. He had no information to give them, except to state that everything was going on satisfactorily. He might add that the steam launch which they had sent down had arrived safely and was working well. If any shareholder had any question to put, he would answer it as well as he was able.

No questions being put the meeting terminated.

CONTRACTS AND THE IMPORT TRADE OF HONGKONG.

The following circular has been issued by the Committee of the Hongkong Chamber of Commerce:—

The attention of the Committee of this Chamber has been called to the present unsatisfactory position of the Import Trade of Hongkong as regards contracts with the view of inducing them to undertake some initiatory measures towards bringing about a remedy.

The Committee assume that the evil complained of, namely, the frequent lax or entire non-fulfilment of contracts by many Chinese dealers—is generally admitted; and the question seems to them to be one of sufficient interest and importance to justify its being brought to the notice of Importers, with the object of ascertaining whether some attempt at joint action would or would not meet with their approval.

The difficulties that stand in the way of those who are endeavouring to bring about joint action are apparent enough to the Committee, but these may possibly prove to be not insurmountable—even where so many interests, and some of them perhaps of a diverging nature, are involved—and the Committee will feel obliged, if those interested will be good enough to signify their approval, or disapproval of some steps being taken.

It is proposed, if Importers generally are found desirous of some action being taken, to hold a meeting for the public discussion of the question and meanwhile the Committee will gladly receive proposals or suggestions in any way calculated to further the ends aimed at.

P. RYRIE,
Chairman, Hongkong General Chamber of Commerce.

SUPREME COURT.

11th June.

IN SUMMARY JURISDICTION.

BEFORE MR A. G. WISE, ACTING PUISNE JUDGE.

PASCOE v. MORGAN.

This was a claim by plaintiff for $600 for damages against defendant for detention of a naval discharge and a mercantile marine discharge.

Mr. Webber was for the plaintiff and Mr. J. J. Francis, Q.C., instructed by Messrs. Ewens and Reece, for the defendant.

Mr. Webber said this was an action brought by plaintiff against the defendant, Commissioner of Customs at Kowloon, for an illegal act, really a tort, and in respect of which plaintiff claimed $600 as damages. Plaintiff was formerly in Her Majesty's Navy and was discharged in April, 1888, when he was granted a naval discharge and a certificate of good character. He afterwards shipped in the *Glamorganshire* as a seaman and was discharged from that ship some time in July last, at his own request, receiving a discharge and a certificate of good character. He joined the Imperial Maritime Customs here and remained in that employ for some time. Owing to some difference which arose he took upon himself to chastise a Chinaman, which was contrary to the rules of the service, and he was dismissed. He went to Mr. Morgan and applied for his discharges which had been placed in his hands at the time he was engaged, but he was put off from time to time, and was eventually told that Mr. Clayson had them and had taken them to Japan with him. His contention was that he was entitled to recover. He had given these papers to the defendant and whether or not they had been accidentally lost action lay against defendant personally. No doubt, from the correspondence, Mr. Clayson had some control over these papers and no doubt they had been received by Mr. Clayson, but it was to the defendant that plaintiff handed them. Plaintiff had already lost a lucrative post which he might have obtained had he had possession of these papers. Mr. Webber then cited Addison on the Law of Torts and several cases in support of his contention. He also read a letter from Inspector Lysaught stating that the plaintiff might have obtained an appointment in the Naval Dockyard Police, had he been able to produce his discharges.

Charles Pascoe said—I was formerly in Her Majesty's navy. I left the Navy in 1888, when I was granted a bonus of £10 and a naval discharge. I then joined the *Glamorganshire*. I left her in Hongkong and I then went to see Mr. Morgan, the Commissioner of Customs. I asked him if there was a vacancy in the Customs. He said there was and asked me for my papers. I gave him my Naval discharge and mercantile discharge. Mr. Clayson was present at the time. I passed the doctor and went on board the *Feihoo*. I was in the service for about six months, when I was discharged for striking a Chinaman. I applied to Mr. Morgan for my papers and he said he had not got them, Mr. Clayson had them. I have never seen them since. I have not been employed since I left the Customs. I could have got several places had I had my papers. The Customs paid me up to the 1st May.

Cross-examined—Mr. Burrows of the Customs told me on behalf of Mr. Morgan that I should be paid $30 for board and lodging. The landlady sent in a bill for $45 to Mr. Morgan. Mr. Morgan handed my papers to Mr. Clayson in my presence on the day I gave them to him in his office. I had no written agreement. Captain Clayson was in charge of the *Feihoo* when I joined her.

Re-examined—The *Feihoo* is a kind of receiving ship. Everyone goes there until they are appointed to some other ship. I went on board the *Feihoo* by order of Mr. Morgan.

Mr. Francis submitted that from the statements made in the box by the plaintiff there could be no ground of action against Mr. Morgan. The plaintiff entered into the service of the Chinese Customs and handed over these papers to the defendant as one of the officers of this service. If there was any action to be brought it should be against the Chinese Government.

His Lordship said he was rather of that opinion and should like to hear what Mr. Webber had to say on the point.

Mr. Webber said the detention of these papers was an illegal act done by Mr. Morgan as Mr. Morgan. These papers were given to him as Mr. Morgan, but he would go further and say that if these papers were given to him as Commissioner of Customs he was still bound to take the consequences of his own act. They might have sued Sir Robert Hart but Sir Robert Hart was not answerable for the wrongful or tortuous acts of his servants. He asked for a verdict against Mr. Morgan personally.

Mr. Francis said that admitting Mr. Morgan received these papers, he did so as the servant of the Chinese Government, and it had not been shown in what his wrongful act consisted. The plaintiff must go further and show that Mr. Morgan had been guilty of some wrongful act, that he had violated some rule in his capacity of Commissioner of Customs.

Frank Arthur Morgan said—I am a Commissioner of the Imperial Maritime Customs at Kowloon, and for the present I have an office in Hongkong. I personally received these papers from the plaintiff. I opened them to see what they were and handed them to Mr. Clayson. Mr. Clayson was not in any way subordinate to me. He was Coast Guard Commissioner. I did not engage plaintiff, he was engaged by Mr. Clayson. I have never seen his papers since. I have done all I could to find these papers for the plaintiff, out of good will, but I believe that Mr. Clayson has taken them away.

Cross-examined by Mr. Webber—I received the papers personally. I do not recollect a similar case to this in Shanghai. I have an office in Hongkong.

Mr. Webber—Is not all the business done in Hongkong, all the revenue collected there?

The defendant—I appeal to the Court whether I am bound to answer that.

His Lordship said he did not see what this had to do with the case and disallowed the question.

Witness, continuing, said—There is no Coast Guard Commissioner here now and the ships while they are here are under my control.

Mr. Francis submitted that neither in point of fact nor law, was there any case against the defendant. The plaintiff had handed his papers to Mr. Morgan and he thought that it was a well known custom that employers as a general rule retained in their hands characters or papers of that description while the employe remained with them, and as a general rule the servant was entitled on being dismissed to have them back. If any illegal act was committed by an employer, it was when those papers were demanded and refused. There was no such refusal in this case. The papers passed immediately from Mr. Morgan's hands to Mr. Clayson's and plaintiff was shipped on board a Custom cruiser, under the immediate command of Captain Clayson. If anyone at all had been guilty of a wrongful act, and he did not admit that anyone had, it was Mr. Clayson. Mr. Morgan, not from any legal right, was willing to make a certain allowance to plaintiff, who if he had sent in a reasonable claim, would have received it. Mr. Morgan had, moreover, done everything in his power to trace these papers, and it was an ungrateful act on the part of the plaintiff, to have brought him into Court.

Mr. Webber said they had brought Mr. Morgan into court, not as Commissioner of Customs, but as a private gentleman, who by a wrongful act had caused loss and inconvenience to another individual; and he contended that therefore plaintiff was entitled to redress. As a matter of fact the plaintiff had had very little to do except for a few days with Mr. Clayson. He was engaged by Mr. Morgan and he was discharged by Mr. Morgan. These papers were handed to Mr. Morgan and he had been guilty of an unlawful act in not returning them, and it was on that account that they asked for a verdict.

His Lordship said he would look up the cases cited by Mr. Webber, but at present he was strongly of the opinion that he had no case.

13th June.

His Lordship, in delivering judgment in this suit, said this was an action for delivery to plaintiff of a naval discharge and a mercantile discharge, unlawfully detained by the defendant, and the plaintiff claimed damages, $600. The plaintiff stated that during the month of October last he was engaged by defendant in the Chinese Customs, and at the time of entering into this engagement he handed to defendant the documents in question. After some time—he had previously been discharged from the Customs—he demanded the return of these papers. They were not forthcoming and in consequence this action was brought. The defendant admitted the receipt of these papers, but stated that he handed the papers at once, in the presence of the plaintiff, to Captain Clayson, the coastguard commissioner. He also denied ever having employed the plaintiff, who he said was employed by Captain Clayson, who was therefore the proper person to have the custody of these papers. In the face of this evidence and in the absence of any carelessness or neglect of duty on the part of the defendant, he (his lordship) did not think the mere handing of the papers to another person was sufficient to render the defendant liable. It was quite possible that plaintiff might have cause of action against some other person, but fortunately he (his lordship) had not to decide on that point. In accordance therefore with the opinion just expressed he gave judgment for the defendant with costs.

Mr. Webber asked if he might be supplied with a copy of his lordship's notes of the case, as they intended to appeal.

His Lordship—Certainly.

CHARGE AGAINST A NAVAL SURGEON.

A court martial was opened on the *Victor Emanuel* on Thursday morning, the 6th inst., to try two charges against Staff Surgeon Charles William Magrane, of H.M.S. *Conquest*, brought by Captain Henderson, of the same vessel—first, neglect of duty, second, indulgence in intoxicants to such an extent as to be incapable for duty. The Court consisted of Captains Hall (President), May, Maconochie, Gifford, Martin, and Mr. Rigbye, judge advocate.

Defendant pleaded not guilty to both charges.

Captain Henderson stated that a man named Piddler was put on the sick list on the 30th April. On 5th May witness visited the sick bay and spoke to Piddler, whom he found to be seriously ill. He spoke to defendant about it, but defendant said there was no cause for alarm. Witness asked him if he did not think the case should be sent to the hospital, and defendant said there was no occasion to do so. On the 9th May, the defendant was ill and Surgeon Patterson saw the patients. On the 10th May, Piddler was so bad that he had to be removed to hospital and died shortly after he was admitted. Witness formed the opinion that defendant was nervous, and although he did not know the cause, it was such as would be exhibited by a person using intoxicants to excess.

Several other witnesses gave evidence and the court adjourned.

On the 7th inst. the court reassembled at 9.30 a.m. when the following evidence was taken:—

Dr. Patterson, cross-examined by the defendant, said—I cannot corroborate the statement of the witness Scantlebury that Piddler said he was worse on the day I visited the patients for the defendant. Piddler told me that he felt better on that day. I cannot say whether if he had complained on several occasions that he was unable to take the food that was given him and no notice was taken of it, whether he would have taken the opportunity when I saw him to complain to me. All cases are supposed to be seen twice a day, but I do not think this is universally carried out in the service except in severe cases. If I had a patient suffering from fever, I should see him twice a day, but I do not know enough of this case to give a definite opinion. In a recognised dangerous case, I should not consider I was guilty of neglect if I permitted the sick bay steward to take the temperature, and bring it me for examination. As far as I have seen all clinical thermometers in use in the service are self registering. Enteric fever is the most insidious and most difficult to diagnose of diseases. If there had been collapse in Piddler's case the morning he was sent to the hospital, I think I should have noticed it. It is possible to diet a man on board the *Conquest*, although there is no sick mess. I have put a man on low diet on the *Conquest* myself. Delicacies might have been taken from the ward room steward in Piddler's case as is frequently done in other cases, had he made his wants known. I do not think it would have made any difference in Piddler's case whether he had been taken to the hospital in a chair or a cot. Under ordinary circumstances I should not send a simple case of fever to hospital. We treat many cases on board.

Re-examined—If I had a fever case under my care showing range and variation of temperature which were indicated on 3rd, 4th, 5th, 6th May, I should have considered that it showed fever of a serious nature requiring careful watching. In such a case I should not have thought it necessary to take the temperatures myself or caused them to be taken by a medical officer; I should have trusted my sick bay man. If I had only had a few days' experience of the sick bay man and knowing he had only had his rating eighteen months, I might have trusted him. It would depend a great deal on the man. Taking the temperature is a very simple thing. As a general rule I put all fever patients on low diet. I think the custom of putting a man on low diet without putting him in the sick mess varies a good deal with different ships.

Dr. William Maxwell Craig, said—I saw and attended Piddler when he was brought to the Hospital on the 10th May. He was weak and exhausted. The treatment pursued in his case shows that extreme measures would have had to be resorted to to save his life.

By the Court—After the admission and examination of the patient it was thought he was suffering from perforation of the bowels.

William Nicholl, seaman on board the *Conquest*, said—I was put on the sick-list the day before Piddler was sent to the Hospital. I was put on the sick-list by Dr. Patterson. About a quarter to nine in the morning I was put to bed. My bed was the next one to Piddler's. I saw Dr. Patterson visit Piddler that morning. I did not hear anything pass between them. I noticed Piddler all that day. He seemed to be very ill. He spoke to me occasionally but did not complain of anything. He tried to get up after the doctor's visit but had to go to bed again on account of feeling weak. There was no one on the starboard side of the sick bay that night except Piddler and myself. The sick bay man was not there. I noticed a change in Piddler during the night, about half-past ten o'clock. He called to me and asked me to fetch him a bowl as he wanted to vomit. I got him a bowl and he was vomiting for about five minutes. After telling him if he wanted anything further during the night, not to be afraid to call me, I went to bed. I was not called during the night. I saw Piddler again at six o'clock on the morning of the 10th. He still looked ill. I have no reason to suppose that Piddler did not pass a quiet night. I spoke to him at six o'clock and asked him how he felt and he said worse. About that time the sick bay man came in. I was in the sick bay when Piddler was being got ready for hospital. Dr. Magrane was present.

By the Court—I did not hear Piddler express any desire to see a doctor between the visits on the 9th and 10th. I did not hear anything pass between Dr. Patterson and the defendant on the 10th with reference to this case. I did not see Piddler take any food while he was in the sick bay.

Cross-examined by the defendant—I should have noticed on the 9th if Piddler had gone off his head a little. I am not quite sure that there was no sick bay steward on the night of the 9th. He may have been in the place where the medicines are kept.

William Harding, quartermaster of the *Conquest*—I saw Piddler every day while he was on the sick list. I noticed that the food which was taken up to him was always brought back untouched. I was a messmate of his. I am not aware that he had any food besides what he could get from the mess except some eggs which I saw the boy put in his tea before taking it to him. I did not notice anything particular about Piddler till after he was placed in bed a second time. I saw Piddler on the 10th and noticed that he had difficulty in breathing. His cheeks were sunken in. I was ordered to get his bag ready when he was sent to hospital. Before Piddler was put on the sick list he was of a lively and jolly disposition. While he was on the sick list he was very reserved. He did not complain to my knowledge before going on the sick list. The working parties leave the *Victor Emanuel* at 6.45 a.m. Scantlebury was one of them. If he saw Piddler in the morning it must have been before that time.

By the Court—I know that Scantlebury left the ship with the working party on the morning of the 9th. I should have seen him in the mess if he had not gone.

Cross-examined by the defendant—I remember being in the mess myself on the 9th May. I did not see Piddler smoking a pipe on either the 9th or 10th May. A man's manner is generally altered when he has fever.

Richard Pascoe, seaman on board the *Conquest*—I was in the sick bay on the morning Piddler went to hospital. I dressed him. He was unable to dress himself. I saw Piddler leave the sick bay to go to hospital. I cannot say whether any one helped him out of the bay.

By the Court—I noticed that Piddler had difficulty in breathing on the morning of the 10th.

Cross-examined by the defendant—I saw Piddler smoking on the upper deck on the 7th but not on the 9th May. I cannot say whether a man who could not eat food for several days could smoke a pipe.

Sydenham Gordon Douglas, Sub-lieutenant on board the *Conquest*—I remember your sending for me on the 10th May. Surgeon Magrane was speaking to you when I came up. I do not remember what orders you gave to Surgeon Magrane. You said to me there was a man to go to hospital and asked what boat I had got. I replied the cutter. You said "perhaps he can go in a boat from the *Victor Emanuel* if so send two men to carry his bag." I think, but I am not sure, that you said to Surgeon Magrane that if there was any doubt about the *Victor Emanuel* he was not to hesitate about using the cutter. You told me to see the man was properly sent over the side.

Cross-examined by the defendant—I did not see that there was any trouble about using the boat.

Thomas Cox, Quarter-master on board *Conquest*.—I was Quarter-master of the forenoon watch on the 10th May. Sub-Lieut. Douglas told me there was a man going to hospital and he was going in the *Victor Emanuel's* boat. I went at once into the sick bay. Surgeon Magrane was there. I went to the sick bay again about an hour afterwards and the man was gone. The first time I went down I saw Piddler sitting on the bed.

Lieutenant McFarlane—I saw Surgeon Magrane four times on the 9th May.

What opinion did you form as to what was the matter with him?—I went to Dr. Magrane's cabin as a friend, hearing he was ill. I appeal to the Court whether I must answer this question.

The President—You must answer the question unless you can give good reasons for not doing so. If you like the Court will consider the point.

The Court was then cleared. On the Court being re-opened the witness was told he must answer the question unless he wished to incriminate himself.

Witness, continuing said—I found Dr. Magrane very low spirited and apparently very ill, and I feared the cause was due to intoxicants. I could form no opinion as to whether delirium might set in.

By the Court—I never saw the defendant between the 30th April, and the 9th May, the worse for liquor. From what I saw of the prisoner between those dates I had no reason to suppose that he was drinking intoxicating liquors to excess. When I saw him in his cabin on the 9th May, I did not consider him fit for the performance of any duty he might be called upon to do. The second time I saw Dr. Magrane on the 9th May was between noon and 1 p.m. in Dr. Patterson's cabin. I found him very restless, but apparently much better. I do not think he was then fit to do his duty. The third time I saw him he was in Dr. Patterson's cabin about 5 p.m., when I thought him again much better. He was then in my opinion fit to do his duty. I saw him on the fourth occasion, again in Dr. Patterson's cabin between 9.30 and 10 p.m. when I found him very quiet and nearly asleep. On the last occasion the sick bay man was in the cabin. Dr. Magrane told me that the bay man was to remain in the cabin all night. He did not give any reason for it except that it was Dr. Patterson's order. It surprised me that such an arrangement had been made.

I did not express my surprise to anyone. I did not think such an arrangement was necessary. I do not remember on the 9th May speaking to Dr. Patterson with reference to defendant's condition.

William Harris Lloyd, Inspector-General, Naval Hospital, said—When Piddler was admitted to the hospital he was in a state of collapse, complaining of symptoms which pointed in my opinion to perforation of the bowels, occurring in the course of enteric fever. If a cot and all other proper means were available for conveyance they should have been used. I do not think Piddler could have been in the same condition on board the ship as when I saw him. The range and variation of the temperature chart shows the case required careful watching. The temperatures should have been taken by a medical officer unless he had a perfectly trustworthy assistant. In enteric fever diet is one of the most important features. The food supplied from the lower deck mess was quite unfit in this case providing that the case had been diagnosed, and found to be enteric fever. The persistently high temperature recorded in the present case should have excited suspicion. The prescriptions administered by Surgeon Patterson to Surgeon Magrano on the 8th May, are such as would be given to a person suffering from an excess of intoxicants.

By the Court—In fever cases it is certainly of importance to register the temperature morning and evening. You cannot form any reliable opinion from the record of the temperature taken once only, in the morning. If Piddler was in the state described by Dr. Patterson, on the 10th May, the mode in which he was conveyed to hospital was improper. I cannot say whether his method of transmission accelerated his death as I think his illness, perforation of the intestines, which I think took place during the previous night, was fatal.

Cross-examined by the defendant—The progress of ulceration was undoubtedly early in the case of Piddler, but it is difficult to say when it begins. If a medical naval officer fails to make a correct diagnose of an obscure case, it depends on circumstances whether he should be considered in error. An attack of delirium tremens is sometimes brought on by one debauch. All the symptoms in Piddler's case point in my opinion to the main perforation having occurred some time before he entered the hospital.

Robert Frederick Ewill, staff surgeon on the *Hyacinth* said—The range and variation on the temperature chart show this case to be fever of a serious kind which needed careful watching. I should also consider attention to diet was essential. The temperatures should have been continuously recorded. If I had been treating such a case as this in the Harbour I should have sent it to hospital far earlier in its history than was the case. In such a case if I had been treating it, I should have considered it necessary to have seen the patient twice a day. The prescriptions administered by Surgeon Patterson to Surgeon Magrano are such as would be given to a person suffering from an excessive use of intoxicants.

The Court adjourned to 10.30 a.m. the next day.

The Court Martial on Staff Surgeon Magrane, of H.M.S. *Conquest*, for neglect of duty and intemperance, was resumed on board the *Victor Emanuel* on the 8th inst.

Dr. Yeo, cross-examined by the defendant, said—I do not think I have talked over this matter in a way prejudicial to the defendant. The temperatures taken in Piddler's case from the morning of the 6th to the 9th May give an indication of collapse. I consider those temperatures to be such as may be seen in a typical case of typhoid fever. I considered the patient to have been ill ten days or a fortnight before those temperatures were taken. I can't say from the chart that Piddler had been ill for some time previous to the time those temperatures refer to. The chart is not all I have to go on in answering questions on temperature. I do not, in framing my replies, rely on information obtained in the Court of inquiry. I speak from general experience.

This closed the case for the prosecution.

Capt. Henderson said the only other point was that Piddler had been ill for some time before he went to the doctor at all. There was evidence of this, although he did not bring it forward.

The President said such a statement was altogether irregular.

Staff Surgeon W. M. Craig, *Victor Emanuel*, recalled by the Court, said—From the post mortem examination and the fact that the patient vomited during the night previous to his death and was described by Staff Surgeon Patterson as being when he saw him in the morning very much worse, with face drawn and haggard, and that Dr. Patterson considered him seriously ill, I should consider that perforation took place on the night previous to his death. If perforation took place then, and, considering the state the patient was in when I saw him, I can hardly think it possible that a medical man should regard the case as one of simple continued fever at 9.30 a.m. or thereabouts the same morning. I consider that simple continued fever was not a proper description of the case from the result of the post mortem examination. I think if the patient had been thoroughly examined that morning his condition could not have been overlooked.

Putting aside the post mortem, and as an expert, considering the temperature chart and the statement signed by the defendant on the morning of the 10th stating that the patient was attacked by severe abdominal pain and vomiting, do you consider that a medical man would be justified in diagnosing the case as one of simple continued fever?—No, I should not.

What would you describe it as?—I should diagnose it from the observation of the records, but I should have to treat the case myself and see the symptoms.

Would you have described it as more serious than simple continued fever?—Yes, from the chart and statement. In an ordinary case of fever the careful dieting of the patient during the time the temperature chart refers to would not be of vital importance. I should have put this case on sick-mess.

The defendant, who was then called on to make his defence, asked to be allowed two hours to arrange it.

On the Court resuming,

Dr. Martin read the defendant's statement, which was as follows:—I am in the unfortunate position of appearing before you as a prisoner after sixteen years' service in Her Majesty's Navy, during which time I have always done my duty to the satisfaction of my superiors both medical and executive. The first charge, that of negligence in the performance of my duty from 30th April to 10th May, I respectfully but firmly deny. For one day during that period I was sick and reported myself to Capt. Henderson. The evidence that was brought against me with regard to neglect of Piddler's case has been very largely obtained from unreliable sources, I mean the lower deck evidence, most of the witnesses being mess-mates of the deceased or biased and unable to come to a fair conclusion on the case, or to weigh in their minds the extenuating circumstances which I think ought to be taken into consideration in a case of such an obscure character as Piddler's. The evidence of the experts who had seen the case and stated facts, and of others who had not, pointed to the possibility of making an earlier diagnosis. The difficulty of making a diagnosis in a case of this kind was generally admitted, and it was stated that typhoid fever is one of the most insidious and difficult to diagnose of all diseases. As the temperature was not typical or suggestive of typhoid or such as to cause typhoid to be thought of as an extreme possibility, there being constipation and no pain or tenderness in the abdomen, I supposed it was a case of simple continued fever. After Dr. Osborne's leaving, the man's temperature suggested to my mind that there might be malarial fever, but I was agreeably surprised to find next morning that it had gone down from 103.2 to 102. It was undoubtedly a case of typhoid, but many other medical men have been unable to discover typhoid until too late to save life. Many recorded cases go to show this, and one celebrated case is that of the late Prince Consort. I admit I was in error about the case, but according to the view I took of it I treated it in my opinion perfectly correctly. When I saw the man's temperature come down I was satisfied he was convalescent. The statement that the patient lived four days in a state of collapse is too absurd to notice. On this charge of neglect I hope the Court will acquit me. It is a grave charge and is only backed up by a great deal of hearsay evidence from the lower deck. I found Dr. Osborne in charge of the case and if a sick-mess had been necessary I think he would have set up one. With regard to the second charge, I was feeling very unwell and sent for Dr. Patterson and asked him to do my duty. At that time I felt I could have got up and done my duty, but I was feeling a little nervous as I had had a sleepless night. It was after Dr. Patterson's visit that Lieut. McFarlane visited me, when I had taken a dose of chloral and I believe it was beginning to take effect on me. I informed Dr. Patterson that I had taken a little too much drink on the day before. Previous to leaving for Hongkong I had a good deal of trouble with an epidemic of sickness in my family, and I was expecting letters informing me of the recovery of my children, and not hearing when I expected I became anxious, and low-spirited and got into an exceedingly nervous condition, which induced me to drink more perhaps than I should otherwise have done. With this statement I leave my case in your hands.

In reply to the President, the defendant said he only wished to call one witness.

Lieut. Mills said—As far as my memory goes the defendant served with me for about two months in the early part of last year on board H.M.S. *Implacable* at Devonport, and the opinion I formed of him was such as to make me regret his leaving us and to cause me to look forward to meeting him here, when I heard he was appointed to the *Conquest*, with much pleasure.

This concluded defendant's case.

The court was then cleared, and after nearly two hours' deliberation, defendant was called in and asked if he produced any testimonials.

A large number of certificates from various commanders and officers under whom defendant had served were then put in and read.

The court was again cleared, and another consultation occupying about half an hour took place.

On the court being re-opened, the Judge Advocate read the finding as follows:—The court have found that the charges against the prisoner are proved; he is sentenced to forfeit all seniority as a staff surgeon and to be dismissed from H.M.S. *Conquest*.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our Correspondents.]

MR. FRANCIS AND THE SANITARY BOARD.

TO THE EDITOR OF THE "DAILY PRESS."

DEAR SIR,—I am sorry that I cannot agree with you in the answer you give in your leader of this morning to the question—Has the Sanitary Board during the first year of its existence proved a failure or the reverse? I think the answer must be that, whether looked on as a Sanitary Authority or as a Sanitary Council, it has proved a most miserable failure, and I am sorry to have to add that it was intended by the Government from the first day of its existence that it should not turn out a success. "Give it rope enough and it will hang itself" was the principle on which, twelve months ago to-day, it was allowed to start into existence, and on this principle it has been allowed to carry on ever since. It has had rope enough in all conscience, and the sooner now it is executed, cut down, and buried out of sight the better. It never had a chance of success. If, as you say, it has succeeded in quickening the interest of the ratepayers in municipal affairs and is, in a fashion, paving the way for a Municipal Council, that success is not a success from a sanitary point of view, although it may be, by way of an "awful example" of how a Municipal Council should not be constituted, of what elements it should not be composed, and what are the inevitable stumbling blocks in the way of free government in a crown colony. I see of course that I lay myself open to the obvious retort that undoubtedly I should be left out in any similar attempt at municipal government; and should not be allowed the opportunity of poking my stick into the wheels and pointing out and explaining in a loud voice and too plain language the defects of the machine. That is quite right, but it is not quite what I mean. Nor is it, I think, the lesson the public have learned from the experience of the past twelve months. The public will have come to the conclusion, I think, that if there is to be a Sanitary Authority or a Municipal Council it must be free and independent in the exercise of whatever powers may be intrusted to it, it must have funds of its own and officers of its own with which to do its work, it must not be hampered with Government officials whose duty is to the head of the Government and to the public very often and seriously conflict. The Sanitary Board has been a failure because with certain duties and responsibilities thrown upon it by law it was never given the means of performing those duties and it had not the power to procure them for itself. It was required to legislate for private drains and supervise the carrying out of its own legislation. It was never furnished with plans of the colonial main drainage nor with any information as to the plans of the Government in respect thereto. How could it tell a man how to construct or where to carry his drains? How could it supervise the construction of such drains when the officers, Mr. Cooper and Mr. Sample, supposed to be specially at its disposal for the purpose, had been deliberately engaged in England to serve under and obey the orders of the Surveyor-General and not of the Board, and refused to work under the Board, taking their stand on the terms of their engagement? The Board was charged with the sanitary maintenance of public buildings of a certain class. It asked, reasonably enough, for plans, &c., of these buildings and that it should be consulted as to their sanitary construction. The thing was promised, but there was no performance. The Surveyor-General's department must not be interfered with. The great sanitary sinner in the colony, the one source of all our sanitary woes, is the Surveyor-General's department in all its branches. Its sins of commission and omission are faithfully recorded in Chadwick's reports. Over that department or over the most trifling of its works the Sanitary Board was deprived of all power, even consultative. The Board was required to take steps to guard against the spread of infectious disease, and to make rules on the subject. It had not a medical man whom it could order to investigate a case, an ambulance in which to move a patient or an hospital into which it could order him. It was dependent for its power to do anything, whatever on the good will of this or that officer or department, and it could not spend a cent without extensive correspondence and the Governor's sanction. For any useful purpose it was powerless. For evil, for framing by-laws to be used by this department or that to worry private individuals or infringe private rights, it had some power. I believe I stopped it largely from being made a tool of in that way. It may not have done it in the best possible method. The *suaviter in modo* was sadly deficient, but I take credit to myself for having forcibly called attention to the weaknesses and defects in the constitution of the Board and I did all I could to render it harmless. Where it had power and could do any good I appeal to its members to say if I did not study every question and aid with all my power in the work to be done. If it has demonstrated during its past history to the public of Hongkong any facts or truths about municipal government I claim to have been the demonstrator.

If we are to have a Municipal Council or a Sanitary Board, it must be, so far as its powers and authorities go, independent of the Government, the creation of law and responsible only to the law. It must raise its own funds and administer them, appoint and dismiss its officers. It must be free from the presence and interference of Government officers. If it cannot be wholly and entirely trusted to administer any Government department let the Government keep that department entirely; let there be no divided authority or allegiance. A Sanitary Board or a municipality so constituted will be a success. Any mixture of powers and responsibilities, as in the present Board, must end in failure. There must either be one responsible Government officer or department to look after the sanitation of the colony, or a free and independent local authority. Any attempt to combine the two is foredoomed.

You say I needlessly insulted the official members of the Board, the other day. You say that I told them they would vote according to order and not to conscience. I said nothing of the kind. I said only that the Government officials would vote for the Governor's proposal. If any official member will publicly state upon his honour that he was going to vote on that evening, if a vote had been taken, against the Governor's proposition I will ask his pardon in any place and in any form of words he pleases. I only stated the fact. I imputed no motives. I am very sorry Mr. Mitchell-Innes took offence. He had to my own knowledge examined the question carefully. He had spoken in favour of it. I feel confident that his vote would have been the expression of his real opinion—but I appeal to him, if the Government had required his vote, how would it have been given? I feel confident, but equally certainly for the Government. What he consents to do in the Legislative Council he could not refuse to do in the Sanitary Board. The questions there are far more grave and serious than any discussed at the Sanitary Board. Hardly in either place do any questions of policy or conscience arise. They are all questions of policy or expediency. What I said was not unnecessary or out of place. I wanted to emphasise for the public the folly of having official members on the Sanitary Board and their uselessness under existing circumstances. Free to work and study for the best interests of the public, free from liability to be called to account for their speeches or votes at the Board, they would be very valuable members, but if they cannot be left free in the Legislature it is ridiculous to suppose that they could be unbound elsewhere. A strong Governor might leave them much liberty. A weak one, or one in leading strings to some Machiavelli behind the scenes, would soon reduce them to mere tools of the prevailing power.

I wish I had time to discuss the many most interesting questions your article raises. Perhaps if you will allow me I may return again to the past history of the Sanitary Board and make some suggestions for its improvement.

Hearty thanks, meanwhile, if you think fit to publish these hasty lines.—Yours faithfully,

JNO. J. FRANCIS.

Hongkong, 10th June, 1889.

TO THE EDITOR OF THE "DAILY PRESS."

DEAR SIR,—Mr. Francis, in his lament over the inefficiency of the Sanitary Board, attributes its shortcomings to its want of power and independence and instances the Shanghai Municipal Council as evidence of what results from greater powers being given. Is Mr. Francis aware that the success of the Shanghai Municipal Council resulted from the fact that until very lately they had no powers at all and consequently had to confine themselves strictly to carrying out works that the community wished carried out and would support them in doing so by providing them with funds raised by what were practically voluntary subscriptions? There were no means of enforcing payment of taxes and some individuals did refuse to pay; but the taxes voted at the annual meetings being fair and evidently needed for the comfort of the community the great majority paid cheerfully, knowing although they did that there were no means of compelling them if they chose to object. They had no real power over the roads, and the old awkward corner of the Nanking Road was evidence to all the world that lotholders might if they chose defy them and refuse to allow them to drive their roads through their property, but lotholders as a rule were sensible and when they had decided among themselves that certain roads were desirable they cheerfully gave up the land necessary for fair compensation. They had no police power beyond that of arresting thieves and law breakers and handing them over to the Consuls, and when they made a regulation that signboards should be hung high enough to keep out of the way of passers-by E. M. Smith successfully opposed them, and they could not carry the rule out till pressure of public opinion forced him to relent. They absolutely had no powers whatever beyond those of spending the money given them by the ratepayers on the works the community wished carried out. So far from being independent and under no control they could do nothing save through and by the assistance of the Consuls and Chinese Authorities. Instead of one Governor they had twenty, and those twenty acting very much in accordance with their own sweet will.

Instead of being an example of what can be attained by giving irresponsible boards—and municipal bodies personally must always be to a great extent irresponsible—uncontrolled powers, the excellent administration of Shanghai municipal affairs shows what is the result of leaving people to manage their own concerns, but giving them no powers to enforce their fads on those who do not agree with them. Legislative powers they had none; they might decree that wheelbarrows should not squeak through the streets of the settlement, but they had to obtain the consent of the Chinese Authorities before they could enforce it; they might try to stop lotteries, but till now they have been unable to shut up the Manila lottery; they might decree this, that, and the other, but until the respective authorities agreed to carry out their decrees they were of no effect, and as a result, being unable to do anything unless it was commended to universal approval that they could, or merely temporary, opposition, they confined themselves to doing what was generally wanted and leaving other things alone.

The world is too much governed, and the remedy for the evil is not giving greater powers to new ruling boards but to curtail those of existing rulers. Let the carrying on of life be left to those concerned, and although they will blunder from time to time, indeed will generally if not always blunder more or less, the result in the end will be better. If sanitary measures are necessary let the Board say so, get the scheme into form, bring it before the public, persuade the public of the advantage of what they propose, and they will find little difficulty in carrying it out; but to give them uncontrolled power to do what seems good to them, to insist on the pail-system if a majority of them are for a time in favour of it, to tear the drains up one month and open them the next as majorities in the Board change their opinion, to give them uncontrolled power to levy taxes and make rules and regulations as they please, would scarcely lead to the comfort and advantage of the Colony. It is all very well for some purposes to depute the carrying out of measures to an elected Committee but the measures should be always strictly controlled by those concerned, and be their measures, not those of their representatives.—Yours very truly,

OLD SHANGHAI.

Hongkong, 13th June, 1889.

SUMMARY OF THE "KWANG-PAO."

4th June.

There was no issue of the *Kwang-pao*, consequent upon the Dragon Boat festival.

5th June.

To a petition, submitted to the Viceroy by a body of merchants, making certain proposals with respect to the export trade, which it would appear that they would monopolise, His Excellency replies by expressing his disapproval, and by refusing the necessary permission.

On account of the forthcoming examinations, the tenants of houses, in the close vicinity of the Hall, have been notified that they must find other quarters for two days. This is intended as a precaution against the stealthy entrance of would-be candidates, into the grounds.

The new Treasurer arrived early this week.

Owing to the large influx of refugees, two houses have been taken for their accommodation and in order to obviate trouble, they are so allowed to go about and beg.

In order to prevent disturbance, orders had been issued during the dragon boat festival, that no competition would be allowed.

A small temple, in the neighbourhood of the Viceroy's Yamen, was so undermined by the rains that it fell with a crash.

A suicide, of a man of advanced years, takes place on account of the degradation to which a young girl, his daughter, is subjected.

An elder brother resenting the preference shown by his mother for his younger brother punishes her by appropriating a sum of money belonging to her.

The dates are published on which the candidates of the various districts will be examined.

6th June.

Womankind in China is in a long article in to-day's issue compared with the womankind of foreign countries. Although the writer does not go so far as to admit their superiority yet he states that foreign women are more useful in various spheres of life, more educated, more independent.

In a gambling shop in the course of an attempt to rob money, a gambler was killed.

Four boats while at anchor, together were struck by a gust of wind which capsized them. The crews were luckily saved.

A man who had gone by the riverside to bathe was missed and shortly, after his body was found floating about.

On the eve of the marriage of an elder brother he died and permission has now been asked from the authorities for the younger brother to marry the young lady.

A fight took place during the dragon boat festival between certain villagers and the crew of a boat. The question has been referred to the authorities for settlement.

A young lady refuses to marry a man to whom she had been engaged, and appeals to the Magistrate to release her from her engagement.

A dispute takes place in a temple which originated in the urgent demand made by a bonze for payment of a fee before permission was granted to enter the hall where the josses were arrayed.

A son who was in the act of assaulting his mother was struck by lightning; a good retribution, it is said, for his lack of filial piety.

The charitable acts performed of a doctor are eulogised.

7th June.

No leading article appears to-day.

A list of the successful candidates in the Hanlin examinations in the capital is given instead. The names amount to over three hundred.

Posthumous honours have been bestowed on K'ang Kuo-ch'i, commissioner of Finance of the province of Kwang-si.

Orders have been issued to the various authorities from the Throne that in view of the hot weather the prisoners should be beaten less severely. These orders are issued every year.

A man goes to sleep quietly in his shop and wakes up the next morning to find that his queue had disappeared. Some say it was out of spite, others that it was the work of evil spirits.

At Shao-ch'ing the continuous rains caused a very high rise of water, but one or two fine days have dried up the streets and mended matters a bit.

The telegraph line is interrupted between Wei-chau and Shanton.

Near Macao five men were arrested with large supplies of arms and ammunition in their possession.

Two beggars were roaming about the streets of Hsing Shan who stirred up feelings of commiseration in every one who came across them. The one was about 50 the other 70 years of age.

8th June.

The leading article of to-day in strong language endeavours to convince all classes that the whole lot of Buddhist priests, are without exception a set of impostors, whose sole object is to make money, and who under a sanctimonious exterior conceal the blackness of their wicked and mercenary hearts.

At Yueh-ch'eng above Shanch'ing a grand procession is shortly coming off on the occasion of the Joss's birthday.

A lover of books gets up in his sleep and writes verses.

A complaint has been lodged against a man who married a widow, and who was instrumental in poisoning her son. The authorities will shortly hold an inquiry.

Several braves who patrolled near the territory occupied by the savages, were caught and a ransom was to be demanded, when upon divesting them of their coats, they discovered their uniforms. They were released at once with an apology.

A man who was bent upon taking a number two wife, finds his plans frustrated by his jealous wife. During his temporary absence, she expelled from the house not only the girl upon whom he had set his choice but all the female servants.

At Macao a man was arrested who was found holding a gun. The man tried by all means to produce proof in support of his honesty, and good character, and even went so far as to show that he had purchased the gun with good intention, but to no purpose, he is still kept in prison.

10th June.

Wisdom is power, the leading article of to-day explains. It does not consist, it says, in physical force, but in experience and in learning, for actual muscular force counting for very little.

On the 9th the authorities received a decree from the Emperor, and great excitement prevailed. The decree referred to honours and favours conferred.

The Weiyuan in charge of the pow houses, where are lodged at government expense the destitute, is much concerned on account of the mortality that prevails among them and has issued relief from his own pocket.

The military examinations at Hsin Hui came off, but as the competitors from two districts did not arrive in time, they were tested on their arrival several days after.

The Viceroy of Yunnan died a few days back.

The water at Shao-ch'ing has not fallen very must consequent, upon further rains.

At Wei-chow and at Ch'ung-ma heavy rains have also fallen doing great damage.

The tithing station arrested a well known thief, and the shops of two men who were in collusion with him have been sealed up.

A woman on Honam fell from the upper storey of the house and sustained serious injuries.

An enormous centipede, the paper says two China feet long, was struck by lightning in the recent storm.

A letter full of threats has been sent to a man in Fatshan, demanding payment of a heavy sum in default of which his life will be taken. It would appear that he had assisted the police in arresting his accomplices. The money is told to be sent to Hongkong the address being given as is in a brick shop in Chung-wan Street.

11th May.

The paper of to-day opens with a wonderful story of a man and woman, husband and wife, who having come to straitened circumstances in Canton, go to Singapore in search of well-to-do relatives. On their arrival in the capital no relatives could be found, and they had to endure much hardship until they devised the plan that the woman should go into service as an amah and earn a few dollars to enable the man to return home, who on his departure agreed to return in two years to fetch his wife. On his return to Canton her friends, suspecting foul play, complain to the authorities, who order him to go to Singapore and bring his wife back. To this he agrees but he finds his wife married to another. What happened then to-morrow's issue promises to explain.

A poor woman who begged her living with a smart looking little boy of hers, is robbed of him by a designing woman, presumably a kidnapper.

A man, shortly after his marriage, proceeds to Kwang-si on business. Strange to say during his absence his wife has a bad dream of him that he was dying. A few days after news came of his death.

A wife who received nothing but bad treatment from her husband commits suicide.

A man while passing by a quiet neighbourhood was accosted by two or three bad characters, who robbed seventy taels from his person and wounded him in the bargain.

A passenger boat was attacked by pirates, and the amount of property stolen is about $200.

A junk boat collided with a junk going down at once. Eight persons were drowned.

Several thieves were again arrested by the tithing stations. On enquiry being made, the men confessed their offences and are now undergoing their punishment.

At a place which was struck by lightning, the depth was tried, but the hole was found unfathomable.

A man while standing over a bridge slipped and fell into the stream below and was washed away by the current before help arrived.

FIRE IN YOKOHAMA.

Fire broke out about half-past two o'clock a.m. on the 2nd inst. in the tea-firing godown of Messrs. Cornes & Co., at No. 250, Swamp, and totally destroyed the building in which it originated besides causing a good deal of damage elsewhere. So quickly did the flames spring up after the first alarm was given that in five minutes after the first alarm was tolled their reflection lit up the whole sky, and in ten minutes afterwards the entire building was wrapped in fire. This stage of the flames of course baffled the efforts of the firemen, who had now to turn their attention to the protection of the other godowns on Nos. 249 and 248, also owned by Cornes & Co. Large quantities of charcoal used in the work of tea-firing were lying in the yard which divided these buildings from the flames. So intense was the heat, however, that the charcoal soon caught, and blazing in the centre of the open space formed a most serious danger to the adjoining property. Furniture and effects and as many baskets of fuel as could be handed out were removed, but the tremendous heat and the thick smoke eventually cut short operations of this kind. Meantime the firemen stationed in the main street (Kaga-cho) had laboured to protect the property on the other side of that space. But the sparks fell so thickly and the heat was so great that the long house belonging to Messrs. Vivanti and occupied by Mr. Hartley caught fire also. Some of those who were [illegible] affair do not hesitate to charge the firemen with the responsibility of allowing the flames to spread in this direction; but on the other hand it was pointed out that for some reason or other a sufficient pressure of water was not at their disposal to reach the roof of the building—where the falling sparks first communicated the fire. At any rate the whole front of this house was soon [illegible] on each side, a dwelling-house, and the offices of Messrs. Rosenthal & Co., were also in great danger. Fortunately, however, it was found possible to get the flames in check after they had completely gutted the front portion of No. 18a, and caused slight damage to the neighbouring houses. No considerable quantity of the tea was in stock in Messrs. Cornes & Co.'s godown, but all has been practically destroyed. The work people were not employed in the tea-firing godown after seven o'clock, and it is believed that some spark from one of the fires had caught and smouldered in the dusty beams of the roof, for the fire broke out at the southern end of the building far from any of the entrances. The damage, by the destruction of the building and the tea stored in it, is put at between sixteen and eighteen thousand dollars, and occurring at this particular season the fire will cause much inconvenience. Fortunately Mr. Hartley's furniture, &c., was for the most part removed before the fire got actual hold. The tea-firing godown and its contents were insured with the China Fire and Lancashire Insurance Companies, and the property of Messrs. Vivanti with the former office.—*Japan Mail.*

JAPANESE ITEMS.

[FROM JAPANESE NATIVE PAPERS.]

The Emperor intends to confer the grand decoration of the Chrysanthemum upon the Emperor of Germany.

Residents of Osaka, Kyoto, and Nara, have applied to the Government for permission to establish an Electric Tramway Company and to lay an electric tramway between Kyoto and Otsu.

A two-headed snake 8 feet long and 1 foot in circumference was caught the other day in Nikaido-mura, Yamate-gun, Yamashiro, at the base of a large tree. The fortunate discoverer was offered 10 yen for it, but is holding out for a still higher price.

The promoters of the proposed electric tramway, to run from Takanawa to Yorodzu-yobashi and from Shinjiku to Shimbashi Station, have applied to the Tokyo City Government for permission to establish the company. The capital is $200,000.

The fabrics for the interior of the temporary Parliament House, have been ordered from a Weaving Co., at Nishijin, Kyoto. The curtains will be of dark violet coloured damask with the Imperial emblems worked in. The carpets will come from Germany.

It is estimated that when the rebuilding of the Honganji Temple, Kyoto, is completed the following amounts will have been expended: For the Temple of Daishi about $3,900,000, for the Temple of Amida about $2,480,000, for the entrance about $1,000,000 and about $3,500,000 for various other buildings. The total is $11,180,000—an enormous sum.

The section of the French International Exhibition set apart for Japan, is made to represent a daimyo's residence. The entrance is an imitation of the gate at the Shiba Shrine, the carving being very beautiful, and the centre a carved bird that was awarded first prize at the exhibition of the Carvers' Society in Tokyo last year. Every part of the building is exquisitely decorated.

The leading merchants and manufacturers in Tokyo have formed a club for the purpose of facilitating friendly intercourse between themselves. It is called the "Keishin Club," a name derived from a famous passage in a Chinese historical work. There was at one time a rumour that the club had some political object, but this seems to be unfounded, as any merchant or manufacturer can join it on the introduction of three members.

It has been decided by the Authorities that new buildings for the Kyoto Imperial Museum will be erected on land covering about 15,000 *tsubo* close to the Hōkōji Temple (Daibutsu) in the western capital. The work will be begun shortly under the superintendence of the Engineering Section of the Kyoto City Government Office, with a view to its being completed before May next year. The cost is estimated at *yen* 150,000, which will be defrayed by the Imperial Household.

In the *Official Gazette* there have have been published the following statistics of the population of Kobe for the last twelve years. The increase has been remarkably rapid. On the 31st of Dec. the figures were 27,505 houses and 114,760 inhabitants showing an increase of 1,341 houses and 11,919 inhabitants as compared with 1887, and the following increases for previous years: 2,220 houses and 18,552 inhabitants against 1886; 3,230 houses and 36,486 inhabitants against 1885; 5,799 houses and 44,076 inhabitants against 1884; 7,104 houses and 51,918 inhabitants against 1883; 7,105 houses and 53,339 inhabitants against 1882; 7,062 houses and 55,241 inhabitants against 1881; 8,021 houses and 57,880 inhabitants against 1880; 8,132 houses and 58,431 inhabitants against 1879; 8,917 houses and 59,539 inhabitants against 1878; 8,422 houses and 63,767 inhabitants against 1877; and 9,192 houses and 68,330 inhabitants against 1876.

CHINA.

CANTON.

In a memorial to the Throne the Viceroy of Canton states that iron is the chief mineral production of the two provinces within his jurisdiction. And yet, for many years past there has been an immense consumption of foreign iron all over the country. Under these circumstances he considers it absolutely necessary that the native iron industry should be further developed, and with this object in view he has already procured the abolition of inland duties on iron, and the removal of the prohibition against its export. A commission, which he appointed to investigate the whole subject in both provinces last year, reports that the great obstacle to the extensive production of native iron is the heavy duty levied upon furnaces. Of these there are three kinds:—Government furnaces which pay each Tls 53 a year to the Financial Commissioner; local furnaces, which pay an annual fee of Tls. 5 to the Salt Commissioner; and unlicensed furnaces, which pay nothing at all. It is now proposed that these duties should be abolished, and for the period of three years, no tax should be levied upon furnaces of any kind. This will only involve a diminution in the revenue of not more than Tls.2,000, but the gain to the iron producers will be much larger than is represented by the above sum, for the exemption of furnaces from all Government taxation will necessarily imply the discontinuance of the illegal fees which have hitherto been exacted, and which have proved the real hindrance to the development of the trade. A scheme is under consideration for the establishment of a Joint Stock Company to work the foundries with foreign machinery, and great results are expected from the adoption of foreign methods of smelting, which are now receiving careful attention. If only the native industry can be stimulated, and the consumption of the foreign article gradually checked, all classes of the community will benefit by the change, and no regret need be felt for the small sacrifice of revenue which it will, for the present, entail. The Viceroy's views on the subject are heartily endorsed in a memorial of the Governor of Kwangsi, and the memorial is presented in their joint names.—*Chinese Times* translation.

FORMOSA.

Tamsui, 20th May.

Last week there was great rejoicing at Taipakfoo among the Chinese officials, as news had been received from Kelung that the railway tunnel at Nia-ka was pierced through at last, after many, many months of hard work, under the supervision of different Europeans, and after losing, through sickness, several hundreds of soldiers who had been working in the tunnel. Mr. Bourne, civil engineer, at present in charge of the work, accomplished the task, and cut the tunnel through, and though a good deal of work has been done, a far greater task, that of making the tunnel wide enough for the railway to pass and roofing it, has yet to be accomplished, and will take many months, as there are only soldiers at work, they being scattered, some mounting guns at the new forts at Kelung and Tamsui; others working on the railway towards Taiwanfoo, a large number on the railway crossing Kelung river and at different points of the railway towards Kelung.

Since the 27th of January, when H.B.M. gunboat *Cockchafer* left for Foochow, and did not return as promised, we have not been visited by another war vessel, and were quite surprised when the *Rattler* arrived here on the 17th from Amoy, and, as I hear, will stay some time. On the 19th a far larger war vessel approached our port, but could not venture outside the Bar; it proved to be the French cruiser *Villars* from Macao, bound to Kelung. I believe this is the first French war vessel which has visited the north of Formosa since the war in 1884. I hear she is going to Kelung to pick up some anchors lost in the harbour by some of the war vessels at that time, also to have a look at the burial ground, where over 1,000 French officers and soldiers are buried.

Our port is going ahead all the time. We are going to have an ice manufactory here, for which great thanks are due to our kind friend Dr. Rennie, who worked hard to get all residents in favour of the undertaking, which during the hot summer and especially during the fever time, will be a great blessing to all. Last month a meeting was held at Taipeh, and all the shares were taken at once. The machinery has been ordered from home, by wire, and is shortly expected out here.

We will soon lose our Acting Commissioner of Customs, Mr. L. Rocher, who is appointed Commissioner at Ningpo, and Mr. Kopsch to take his place; he has been here only a few months.—*Mercury* Correspondent.

FOOCHOW.

A conflagration occurred on the 29th May, at about 8 a.m., near the West Gate, in which about one hundred houses were destroyed.

A monopoly of the iron trade has been granted by the Chinese authorities to certain natives, and some restrictions made on foreign iron, which no Chinese could buy, unless with a permit from the monopolists.

In consequence of the famine up north very little rice has been imported into Foochow, and the upper districts, which usually supply us with the cereal, have in turn drawn their supplies from this place, their own production not being now sufficient, owing to a great many paddy fields having been reclaimed for poppy planting purposes. Very coarse rice cannot now be bought for less than Tls 2 per picul.

The trouble with the native teamen is, we understand, in a fair way to being adjusted, which is very gratifying to all concerned, and the few remaining differences are so minor that the teamen, confident of their being in the end successfully arranged, have actually promised to send samples round on the 3rd June.

Referring to the attempt by lekin runners imposing additional squeezes on teamen in Kiukiang, the *Echo* regrets to have to say that the same thing is being enacted there. A lekin station in Tan-yang was the scene of a grave disorder on the 23rd ultimo, the immediate cause which gave rise to the trouble being the closing of the barrier gate by the runners, with the knowledge and consent of the weiyuen, and allowing to pass only those carriers of tea who were disposed to submit to an extortion of fifty cash for each load. This the carriers very rightly refused to pay and were therefore detained at the barrier, where they tarried until a good number of their fellow coolies had arrived on the spot, when a regular attack was planned and carried out, with so much zest, that nearly the whole of the lekin station building was pulled down, the barriers forced open, and they quietly brought down their teas. The case was at once reported to the weiyuen of the district, who ordered the runners to set fire to the undemolished part of the lekin station so that the deed may be made all the more obscure in his report to the Viceroy of the occurrence, who on learning that a mob of infuriated tea carriers on account of a *small* misunderstanding with the runners have sacked, pillaged and burnt the station, at once ordered the despatch of another weiyuen to the disturbed district, with positive orders to arrest all and every tea carrier who may pass by the spot on their return from up-country. The effect of the order was to divert the trade to other localities, where there are as good routes as in Tan-yang.

SHANGHAI.

The report that a woman had been burned to death in the fire which occurred at Shanghai on the 30th May, fortunately proves to be inaccurate, the missing woman having since turned up.

As the *Port Adelaide* was leaving the Pootung Wharf and Godowns, Shanghai, on the 1st inst., she collided with the shears on the wharf and brought them down by the run. Beyond smashing a boat, no damage was done on board the steamer, but the shears were smashed to pieces.

An incident of Chinese social life. The *N. C. Daily News* mentions that a Chinese lithographer, living in Hongkew, had the misfortune to lose his number nine wife, the young woman having left for parts unknown, and taken with her jewellery and effects to the value of about $1,000.

Mr. Chen Chao-ping, the well-known Secretary of the Shanghai Silk Guild, died recently, aged 69 years. The deceased was a philanthropist and interested himself greatly in the poor of Shanghai. The *Daily News* mentions the following incident. On one occasion a young Cantonese endeavoured to obtain money from the deceased, in a way he did not like. The youth wrote him a letter, and stated that he required a certain sum of money, and that if he did not comply with the request, the writer and some others had agreed to kill him. Chao-ping consulted the Police and in the result the Cantonese on being told to call for the money did so and was promptly arrested.

The *N. C. Daily News* says:—The community generally, and especially that large portion of it which takes an interest in racing, has suffered a really heavy loss in the departure for Hongkong of Mr. E. H. Gore-Booth, the most popular and efficient Clerk of the Course of modern days. In recognition of his services, and as a slight testimony of their appreciation of his merits and their regard for him, the members of the Race Club, to the number of between sixty and seventy, gave him a dinner at the Shanghai Club on the 30th May, Mr. A. Macleod in the chair, and there was even more heartiness than usual in the enthusiasm with which Mr. Gore-Booth's health was drunk, and every success wished him in his new sphere of work.

The Horse Bazaar at Shanghai is being turned into a Company. The *Daily News* says:—The prospectus issued by the provisional directors does not give so much information as it might, but it is noticeable that although the Company will only have practically been in existence for six months at the end of December next, the shareholders are to have the benefit of the whole of this year's working, and we are assured that the accounts up to the present shew very favourably indeed; and also that the sum of Tls.10,000 put down as outstanding has been guaranteed by the vendors, and the shareholders will have the advantage of seeing the position of their stock at a much earlier date than is usual. Although not specially mentioned the Central Stable business in the Foochow Road forms part of the Company. The lease of the Horse Bazaar premises is for three years from 1st April last, and negotiations are now going on for another three years' option. On the basis of last year's working, the directors fully expect that the Company will pay from 10 to 12 per cent. on the proposed capital.

TIENTSIN.

The three Dutch Engineers who went to Kaifeng and interviewed Wu Ta-chêng on the subject of the Huang-ho have returned. The section of the river over which Wu presides is believed by him to be perfectly secure, and needs nothing further to be done to it. At Wu's suggestion, however, the Dutch gentlemen proceeded to Chi-nan Fu to see the Governor of Shantung, H.E. Chang Yao, who gave the engineers a warm welcome, and desired them to make a full report on the state of the Huang-ho in the Shantung section.

Letters from Kai-fêng Fu say the Chêng Chou breach reparation so far stands the rising and now strong floods well, without any signs of weakness. Some leakage by percolation exists, but is not regarded with anxiety. Most of the labourers formerly employed on the works have been sent home, and many soldiers lent by the Viceroy Li have returned to their camps. According to appearances the most dangerous parts of the Huang-ho banks are now in Shantung.

There is an unusual amount of sickness of a severe type among the Chinese in and round Tientsin, especially among the refugees from the famine stricken districts of Shantung who have filtered into the place; hundreds of poor dying from fever and exhaustion, and the highroads southward are said to be strewn with dying people. We are still experiencing a succession of gales of wind, in excess of all precedent. One day it is hot like a furnace, the next cold, but always wind, wind, while the crops are dying for want of moisture.

Owing to the long continued drought the wheat crop of this province, which in good years gives a large yield, has come to nought. It is an utter failure, and will not be ten per cent of an average. The millet crop, for the same reason, is not only backward but is in great danger, and unless rain falls soon, will be a failure too. The agricultural prospects of the year, so far, are very gloomy.

The times now kept by the trains are very irregular, due to the fact that one of the drivers is ill. Since the appointment of the new directorate there has been a marked improvement in the administration, and there is evidently room for such when the staff is so apparently meagre that the indisposition of a driver interferes with the proper working of the line.—*Chinese Times.*

PEKING.

25th May.

Our very dry, dusty and windy weather still continues, and the greatest fears are entertained for the wheat crop in this region, so that the price of flour has risen lately. China in one part or another, seems to be in a chronic state of either drought or inundation. It is high time this Government bestirred itself to meet these ever-recurring evils. Our sun during the past week has assumed a blood-red appearance which the Chinese fear bodes some dire calamity.

The seventieth birthday anniversary of the Queen was celebrated here with great splendour on the evening of the 24th. A band under the leadership of Mr. Costa, led the dance music and struck up the national anthem after the toast was proposed and again on the brilliant company retiring after 3 o'clock a.m. Dancing was kept up vigorously, and after a splendid and profuse supper the cotillon was conducted by Mr. Howard, who is a perfect master of ceremonies. The various courts of the Legation and the imposing buildings were tastefully and gorgeously illuminated. The absence of wind, which detracted so much from the jubilee illumination, permitted the lighting with Japanese and Chinese lanterns, each bearing the Union Jack painted on it, to be carried out with great effect. The two suppers were served in the dining room, overlooked by the noble painting of Her Majesty. Sir John and Lady Walsham did everything to make their guests feel at home, and they certainly succeeded admirably, and the whole entertainment was one unequalled success. Numerous handsome bouquets of the choicest flowers had been sent and adorned the drawing room. On one of these was observed a card on which was written 'from the youngest of her subjects to the Queen of the Legation,' a title most appropriate and richly deserved. In the cotillon, fans painted to represent the United Kingdom, the red and white rose, the thistle and shamrock, were distributed among the ladies. H.E. M. Company at the second supper proposed in felicitous language the toast of the health of our host and hostess. The event will long be remembered. The British Legation during the winter has been quiet, owing to the bereavements and deaths which visited our community.—*N. C. Daily News* correspondent.

All the replies in regard to the railways for China from the Governing Tartar Generals, Governors-General, and Governors have, by His Majesty's request, been submitted to His Excellency Li Hung-chang, who is to report on the matter.

On account of Drs. Irvin and Mackenzie being decorated by His Excellency Li Hung-chang, the members of the Tsung-li Yamên, are considering how they will decorate Dr. John Dudgeon. This, I believe, is to be brought to the notice of His Majesty, on account of the long and useful service rendered by this gentleman in connection with the Tung Wen Kuan College, and the gratuitous medical advice given to His Majesty's subjects daily.

The weather is hot, no rain. The ground is parched and it is feared there will be a failure with the wheat crop, which has created great uneasiness here. His Majesty is constantly praying at the Temple, situated between the Coal Hill and the North Lake, outside the Palace, for rain.—*Mercury* correspondent.

KOREA.

FUSAN, 29th May.

For several days we have had rain accompanied by heavy thunder, and we have it comfortably warm now. The mosquitoes and other summer tormentors are already here in abundance. Mr. Acting Commissioner Bredon, from Shanghai, passed through here the other day on his way to Vladivostock. They have commenced to send a lot of through passengers (Chinese coolies) over Fusan to Chefoo, as there is no connecting steamer. These fellows have to stay about eight days here waiting for a boat. Fortunately they have no money, so they behave fairly well. The Koreans are not generally clean, but are considerably cleaner than these Chinese coolies.

On dit:—The Russian fleet are expected here in about ten days to take possession of Deer Island, which they intend to fortify, and make a coaling station of. They also intend constructing dry docks, etc. No one is to be allowed on the island without special permission of the Russian Admiral.

I have been told that Mr. Kirby, from the Hall & Holtz Co-Operative Company, of your port, has had a private interview with the Korean King, and that His Majesty was so well pleased with what he saw and heard, that he made this firm his upholsterers and furnishers. Besides the large order that Mr. Kirby received, His Majesty ordered an electric railway, and two small steam launches for himself.—*Mercury* Correspondent.

NORTH BORNEO.

The *British North Borneo Herald* says:—The following is a short description of the China-Borneo Company, Limited, steam saw-mill and engine works on Leila-road. There is about 5,000 tons of reclamation work to be done the greater part of which is completed and the jetty is being built. The machinery, which arrived by steamer *Benmore* on the 4th April, has all been landed at the mill site, and will consist of two boilers and engine by Tangye Brothers, a frame saw to cut 42 inches by 48 inches driven by an engine of its own, besides large rack bench, three self-acting circular saws, steam cross cut saw, and "swing off" saws and the usual machinery for sharpening, punching and preparing saws, &c., all by the well known firm of McDowell Johnston, Scotland. The Engine Works will consist of a boiler and Engine, planing and screwing machines, lathes and all the necessaries for an engine works. The whole work is contracted to be erected and put in working order within three months by the Victoria Engine Works of Singapore, the manager of which Mr. W. Jardine, arrived by the steamer *Spaniel* accompanied by three Europeans and a staff of lascars, carpenters, &c. A substantial wharf of billian piles with crane, will also be immediately constructed and godowns for merchandize and coal will also be connected by a system of railway.

TONQUIN.

A telegram from the French Consul at Colombo is published in the Tonquin papers announcing the death on the 31st May of M. Richaud, late Governor-General of Cochin-china, who was proceeding home by the M. M. steamer *Calédonien*. The cause of death was said to be an attack of cholera.

The French Vice-Resident at Langson telegraphed as follows on the 29th May to the president of the Haiphong Chamber of Commerce:—The French Consul requests me to officially notify you of the arrival of the staff of the Chinese Customs at Langchow. The Consul is exerting himself to secure the opening of trade on the frontier as soon as possible.

SHIPBUILDING IN YESSO.

The *Japan Mail* says:—The *Kamui Maru*, a steamer of 250 tons register, was launched at Hakodate on the 17th May. The vessel was built by Mr. J. R. Thompson, and engined by Messrs. Tanaka and Sadachi, to the order of Mr. Kane Mori. The *Kamui Maru* was built at the head of the bay, where the land is low and level, a jetty being run out about 130 fathoms to lay the launching ways on. As there was not sufficient incline to run the vessel into the water at once, she had to be hauled. This was commenced on the 16th, and on that day she was moved about 80 fathoms. The next day this work was resumed, and as the vessel started she was christened by the eldest daughter of the owner, who smashed a bottle of champagne on her bow in the orthodox fashion. The vessel went all right till just as her counter got over the water, when she hung, and it was discovered that the ways had settled down with the weight of the ship. However, tackles were soon rigged, and when pressure was brought properly to bear, the vessel moved and ultimately took the water like a duck. This was unfortunately attended with an accident. Some lashings gave way and a spar sprung with great force, knocking down everybody that stood in the way, and injuring several persons, including Captain Porter, who was struck on the chest and had his breast-bone and several ribs broken. Several of those injured were taken to the hospital, and are all doing well. The keel of another and larger steamer will be at once laid down.